

SCALE AVIATION MODELLER

Scale AVIATION Modeller International



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Sabre



African
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by Paul Lawson

Swordfish

by Richard J. Caruana



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Editorial

By the time you have read this, the IPMS(UK) Nationals should be all over. For us, the event seems to rush towards us after about mid-July, once we have done the IPMS/USA National Convention, and it really is a hectic weekend. I was able to attend only for the Saturday this year, as it was my wife's parents 40th wedding anniversary on the Sunday and the whole clan gathered for a big meal. Shopping potential was therefore greatly reduced for me this year, but little stops me! I hope that you all enjoyed the event, and that you were not too 'shopped out' by the time you got home.

As you will have seen, we made a number of changes last month, and I hope these all met with your general approval. Adding a single-point address list saved the need to have to keep including the same details, and will also act as a very useful reference point for many of you.

The end of the year is approaching, and with it volume 5. Really though, this edition marks the start of my fifth year as Editor, as I only took over after the November 1995 edition. It does not seem like five years though. I don't seem to have lost any of the enthusiasm for

the hobby, or my hunger for information, albeit that it has at times been tainted by some of the 'know-alls' that are in this hobby! With media like the internet giving voice to this sort of minority, you do sometimes find some incredible things being said. Just take everything you hear with a big pinch of salt, and that way we can all continue to enjoy modelling for what it is, a hobby and relaxation.

With Volume 6 we will continue to improve what we offer each month. Within these pages though you will continue to get the best news and reviews there are, along with a mass of potential shopping opportunities!

My final note is an apology, as I suffered what is known as a 'Brain Fart' last month, in so far as I got all fixated about the cover price increase and then promptly got it wrong! Sorry for the confusion, as I should have noted that the title will go up to £2.75 (not £2.95). As always Scale Aviation Modeller International continues to offer excellent value for money.

Richard A. Franks
Editor

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With the new kit due in 1/48th from Tamiya very soon, Richard J. Caruana takes a look at the Fairey Swallow with his excellent colour artwork and scale plans

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Philip J. Moyes offers a selection of photos of the PR versions of the Meteor



852... A North African IX

Paul Lawson converts the Hasegawa 1/32nd scale Spitfire Mk Vb into a Mk IX with the help of the Paragon Designs conversion and Eduard etched detail sets



Tamiya

1/72nd Scale

Due for release in December will be the de Havilland Mosquito FB Mk VI/NF Mk II (60747) and it is currently listed in Japan at ¥1500.

1/48th Scale

The big news is still the Swordfish (61068), and it has now been revealed that this kit will include wing fold. The kit is listed in Japan for a November release, but we have no confirmed UK release date at present. The Japanese price for the kit is ¥4200 and a photo etched detail set (61069) will be available separately at ¥1000.



Rumours are rife at present about a mysterious twin-engine Luftwaffe type due later in the year in 1/48th scale? So far only the Me 262 and Do 335 have been mentioned, but what about an Ar 234! To date there has been no official confirmation of anything from Tamiya, so we will have to sit and wait. The old story about the B-17 is surfacing once again. This kit has been 'due' for nearly a year now, but there is still no official word on it. An F-86 is also mentioned, but I suspect this is a pure guess made considering the amount of Hasegawa subjects that Tamiya seem to do as well! It would be much better, if Tamiya actually tackle this subject, if they did it in 1/72nd scale though.

1/32nd Scale

The F-15 kit will be revised and reissued as a JASDF F-15J during December and this kit (60307) is listed at ¥11000 (approx £70).

Occidental

1/48th

The Mk IX Spitfire kit from this manufacturer has been reissued with good old JEJ markings. The kit has not been revised in any way since its first release though, so be warned!



Bilek

1/72nd

New injection moulded kits of the MiG-21F-13 and the MiG-21PFM have been released by this manufacturer. Each kit (#93172 and 93472 respectively) retails for £9.50.



Hasegawa

There are a lot of new and projected releases due from Hasegawa for the rest of the year, so here is a brief rundown of those we know about so far.

1/200th

October

The Boeing 747-200 will be issued with Japan Asia Airways markings (¥1500). Also due is the Boeing 737-400 in 'Virgin Express' markings (10226/\$11.98) and the C-130H in 'US Coast Guards' markings (1604/\$12.98).



November

The KC-10A Extender will be released with 'Nose Art 2' (10607/¥1400).

1/144th

November

The YS-11 will be reissued with ANA markings (GLK6/¥1500).

1/72nd

Items released in late September in the UK included the P-47D 'Mary Lou' (00026/£5.99), Beaufighter Mk VI 'USAAF' (00027/£12.99), Mustang Mk IV 'RAF' (00028/£7.00) and E-3D Skywarrior 'early version' (00029/£19.99). Reissues included the F-4E Phantom (CT02), F-4F Phantom (CT03), A-6E Intruder (CT10), F-8E Crusader (CT10), MiG-23 Flogger (CT11), F-102 Delta Dagger (CT13), F-106 Delta Dart (CT14), RF-101C Voodoo (CT15), Grumman F11F-1 (CT16) and the G.D. F-16N 'Top Gun' (CT18), all of which retail for £6.75 each.



October

Due in this month is the Nakajima Ki-44-II Otsu which will be released with the addition of white metal 40mm cannon (00037/\$10.98). The F-15C Eagle is being released with special markings as 'Okinawa ZZ' (00036/\$15.98) and the F/A-18B Hornet will come in 'Top Gun' markings (00040/\$12.98). Also due are the F/A-18C (GD8) and F/A-18D (GD9) Hornets, at ¥1000 each. Big news for this month is that the Beaufighter moulds will have yet another incarnation, this time as a TT.10 (00041/¥2600) and the bomber version of the new Mosquito will be converted (surprise, surprise!) into a FB Mk VI (CP18/¥2000). The F-4B/N Phantom will be reissued with 'Midway Bicentennial' markings (00043/¥2200). Adding to the range of weapons sets, there will be a brand new tooling of JASDF Aircraft Weapons (35010/\$7.98) including the AAM-3, AAM-4, ASM-1, ASM-2 and JM-117.



November

The brand new kit due during this month is the Ki-87 Type 4 Hiryu (CP19), which will retail for ¥2600.

The Macchi MC.202 will be revised and released as an 'Early Version' (00045/¥1500), while the Fw 190 will come out as the 'A-5 Special' once again (00046/¥1500). The EP-3 Orion will be out again, although this time in JMSDF markings (00044/¥3800). The SAAB J-35J Draken will be reissued as an 'Air Superiority' machine (00047/¥1600).

December

Due during this month is the reissue of the S2F Tracker, as an S2F-U 'Target Taker' (¥2200). The Me 262 is due to become the V-10 'with bomb' (00046/¥1500). The F-117A Stealth (GE1) is also due for reissue at ¥1200.

1/48th Scale

Released in late September in the UK were the Nakajima A6M2-N Type 2 'Rufe' (JT069) at £15.99, the Spitfire Mk Vb 'Red Star' (09038) at £14.99, the F-14D Tomcat with VX-9 Vandy 1 markings (09309) at £26.99 and the F-4J Phantom 'Show Time 100' (PT006) at £23.99.

Hopefully released by the time you read this will be the Hawker Hurricane as a Mk IIB (09066) and the Aichi D3A1 Type 99 Model 11 'Houkokugou' (09314). The 'High Grade' kit of the Junkers Ju 87G-2 (51038) we mentioned last month should also be available and the F/A-18C Hornet is due with a similar upgrade. This kit (51039) will include white metal wing fold, tooling revisions to the kit and photo etched parts. Markings will include those for VFA-195 Dambusters. The only prices we currently have for this kit are from Japan (¥6800) and America (\$54.98). Note that the wing fold of this kit has to be installed by cutting the kit wings. No tooling changes are being made to offer the wing in separate parts.



October

Although listed for September release, I suspect that most countries outside Japan will not see the B7A2 Grace with wing fold (CH41) and the 'Super Detail' Typhoon Mk Ib (CH40) until this month. The kits feature resin upgrades and are limited production for the 'Super Detail' series. Each will retail for ¥3800. Also due at this time is the UH-3H Sea King as a 'VIP Transport' (09316/¥4200/\$39.98). British fans will be pleased to hear that the FGR Mk 2 Phantom (GP16) and FG Mk 1 (RAF) Phantom (GP17) are both due for reissue. Each is listed in Japan at ¥2800.





Noted in Japan was the release of an XF-85 Goblin in this scale. The kit (SH48003) is of course the Special Hobby example that has been repackaged for the Japanese market by Hasegawa and retails for ¥2800. The Bf 109G-10 will also be released (JT64/¥2200), although there is no indication if this version will have specific markings etc. The Sabre kit will get another version, this time as a recce RF-86F (09321/¥4200), while the F-16C will be released with 'Colombia ANG' markings (09319/¥2200). The Aichi Val will be released with a wing fold (CH42)-presumably this will be a resin accessory as the kit price is increased to ¥3800. The Kawasaki T-4 will be released with 'Blue Impulse' markings as kit PT16 (¥2200).

Noted in America was the Spitfire Mk Vb in 'Nightfighter' markings (09315) at \$22.98.



November

Due for release during this month will be the Nakajima Rufe with 802nd FG markings (09322/¥2400), the Hurricane as a Mk I Trop (09323/¥2200), the Bf 109G-6 with Graf's markings (09324/¥2200) and the A6M5 Type 52 Zero (JT70/¥2200). The big news for this month is the Henschel Hs 129B-2 which is listed in Japan at ¥2600 and in America at \$25.98. There is no confirmed UK release date or price for this kit as yet.

Repackaging of Revell-Mongram kits continues by Hasegawa, and although only for the Japanese market, the TBD-1 Devastator (HM155) and B-1B Lancer (HM156) are both due. They will retail for ¥2400 and ¥5400 respectively.

December

A surprise item for this month is a Bf 109T (09326). It does not seem to be the MPM kit, so I suspect that it is in fact a modified E series airframe. The new wing etc may well be resin, although the ¥3000 price is not that much higher than the usual kit. A strangely titled 'Mamoru Eng' version of the Tenzan Model 11 will also be released, and this kit (09325) will retail for ¥3800. Reissues will include the F/A-18C, this time with 'VF-155 Eagles' markings (09327/¥5000). The F-14A Tomcat will be produced with 'LANTIRN' (09329/¥5200) and the Kawasaki T-4 will be produced with JASDF markings (PT17/¥2200).



1/32nd Scale

October

Reissues in this scale continue with the F-104C with '497th FG' markings (08112) and the F-5E Tiger II with 'Top Gun' markings (08113). We currently only have a Japanese price for these, which is ¥3200 each.

Due December

The A-4E/F Skyhawk with 'Top Gun' markings (08114) will be reissued in this month and is listed in Japan at ¥3200.

Rumours

On this front there is supposed news of the release of a Spitfire Mk IX, a B5N and an F-104, all to 1/48th scale. None of this is officially confirmed of course, so let's wait and see what is (or isn't!) announced at the Tokyo and RCHTA events.

Aoshima

1/72nd

The most recent release in Japan from this manufacturer is the Aichi E16A1 Zuun, which retails for ¥600.



Fine Moulds

1/72nd

Just released in Japan is the new Kawasaki Ki-100-I 'Fastback', which includes markings for the 5th, 59th and 244th Sentais and retails for ¥1800.

Great news is that in December this manufacturer will be releasing a new tooling of the Curtiss R3C-10 (FJ-02), and it should retail for ¥1600.



1/48th

The D4Y1 Judy Model 11/12 (FB-01) will be available in Japan by the time you read this, and this kit is noted at a very reasonable price of just ¥2800 (approx. £19).



Fujimi

1/72nd

A number of kits will be reissued by Fujimi over the coming months and they will include the F-18A Hornet (72076), F-18B Hornet (72077), F-14A Tomcat (72078) and the E-2C (72079). Retail prices in Japan for these are ¥2200 (72076 & 7), ¥3700 and ¥2400 respectively.

High Planes Models

1/72nd

Apart from the new 'Mr Awesome' racer and Dassault Mirage IIID previewed elsewhere, the next couple of kits due from HPM are the Sea Fury 'Furias' and the P-51D 'Roto Finish' racers. Each kit will be limited-run

injection moulded plastic, vac-formed clear and white metal.

Due for reissue are the GAF Jindivik and the 'Red Baron' RB-51 racer.



ABC Modelfarb

1/72nd

A few corrections to the origins of the kits we previewed a few months ago include the Spitfire XII, which we listed as Frog, when in fact it is from Model News (actually New Models) in the Czech Republic. The Po-2 is apparently not the KP kit, as the fuselage halves do not match. It seems that the kit may have been based on the KP example, but is a new tooling.

Sorry for any confusion this may have caused, and thanks to Juan Leria for pointing them out.



TAC Scale Dynamics

1/32nd

There was a lot of confusion wrought by news of a series of resin kits in this scale by this manufacturer. Initially the manufacturer denied all knowledge, but apparently a very limited (200) production of the MiG-15bis was made. The kit was made to advance order only and the L-39 we listed as well was also released, albeit in an unmarked box. All sounds strange, but to clarify matters, the kits were produced, but are no longer available!



Classic Airframes

1/48th

What a mass of excellent new kits are due from Classic. I am sure you all saw the advert in last month's issue, well the Curtiss F11C-2, BFC-2 (Hawk II) and BF2C-1 (Hawk III) are also due and each will retail for \$29.95. The beautiful little A5M4 Claude (\$29.95) and the Fairey Battle (\$44.95) in standard, trainer or target tug versions will all be available very soon! It is certainly a very busy time for Classic and we can't wait to hear what they are releasing next year!

Don't forget also that the very popular Westland Whirlwind kit has been reissued for a limited period, and it retails for £24.95. Please note the Dollar price in last months advert should have been \$39.95.

Pit-Road

1/72nd

Anyone who recalls the J8M1 Shusui that Hasegawa released a while ago, will be pleased to hear that the originator of the moulds, Pit-Road, is about to reissue the kit in December. The kit (PA-01) will certainly be available in Japan at ¥1800, but we are unsure if it will make its way to Europe.

Revell-Monogram

1/48th

Just re-released in American is the Northrop F-5E Tiger II (5495) and it retails for \$11.00.

True Details

1/48th

A number of new resin cockpit upgrades have just been released by this manufacturer and they include the Mosquito FB Mk VI (48489/\$7.98/Tamiya), Bf 109G-1/4 (48490/\$5.98/Hasegawa & Hobbycraft), Bf 109G-5/6 (48491/\$5.98/Hasegawa), Bf 109K-4 (48492/\$5.98/Hasegawa & Hobbycraft) and the Bf 109F (48493/\$5.98/Hasegawa).

Gaso.Line

1/48th

The most recent resin kits from this French manufacturer include the Simca 5/Fiat Topolino Light Staff Car (GAS50050), which retails for 179FF, the Ford 917T shelter truck (GAS50054) which is 289FF and the 75mm PAK 40 (GAS50015) which is 140FF.

UK examples can be obtained from Parabellum. Worldwide enquiries should be made to Poids Lourds et Cie.



Academy

1/72nd

The Messerschmitt Bf 109G-6 kit is now available in the UK and it is just £4.99.



1/48th

Nothing really new to report here at present, but rumours are circulating that an F-104 will be produced by them soon. Let me state that no official information has been received to confirm this.

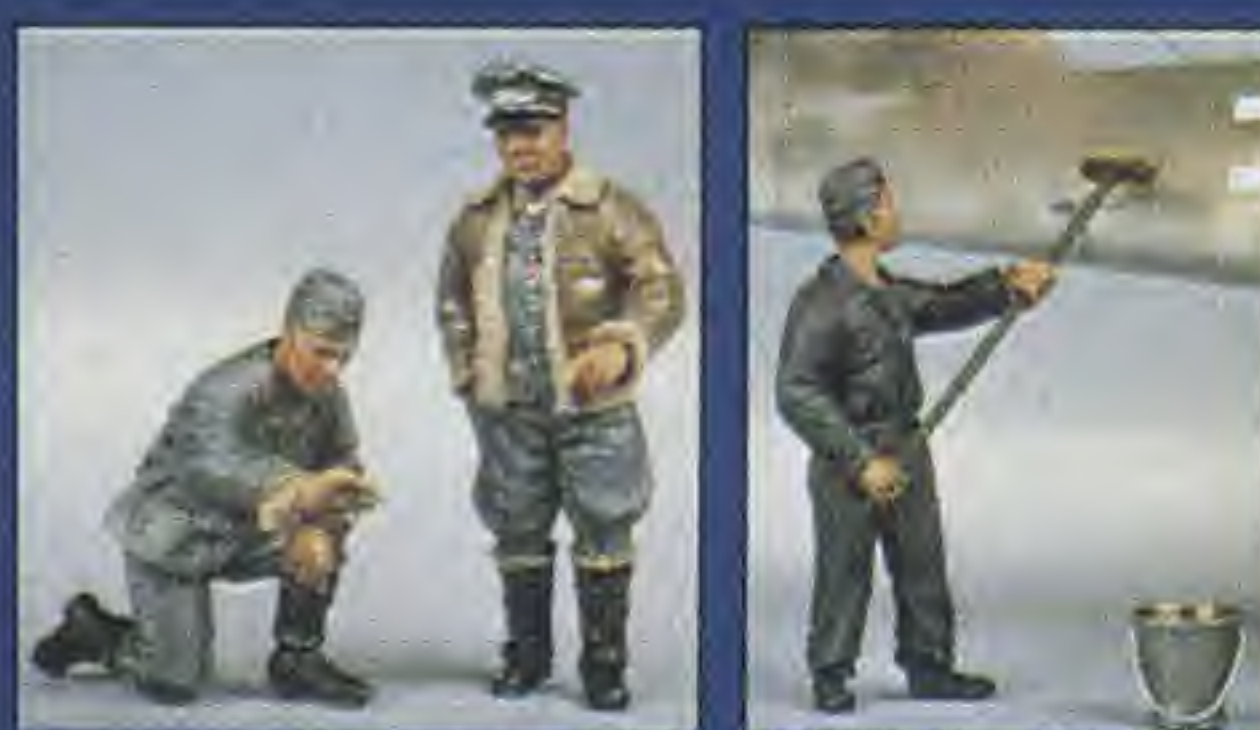
News Update

Tarmac

1/48th

New resin items from Tarmac include a French pilot and officer set (TAR48311) at 60FF, two French mechanics (TAR48312) also at 60FF, a set of five heads! (TAR48314) at 30FF, a French mechanic painting victory marks and an officer (TAR48316) at 60FF, a German mechanic washing an aircraft fuselage (TAR48317) at 30FF, a Russian ZIS 5 tanker (TAR48016) at 249FF, a 20mm flak 38 cannon (TAR48018) at 119FF and a horse and sledge with 200ltr barrels (TAR48019) at 119FF.

Once again, UK customers can obtain examples from Parabellum, while everyone else should contact Poids Lourds et Cie.



Mustang Models

1/48th

A new range to us, this company are producing resin upgrades for the F4U-1D (148005) for the Tamiya kit and the MiG-21PF (148002) for the Academy kit.



Corgi

1/144th

Not really models, as these are die-cast collectables, but they may be of interest to you.

Within the 'Aviation Archive' series will be two special sets that are due for release in November. The first set is the Battle of Britain Memorial Flight, which comprises a Spitfire (AB910) and a Hurricane (LF363). The other is 'Little Friends', a set of two USAF fighter escorts comprising a P-47D in the makings of the 56th FG, and a P-51D in the colours of the 357th FG.

For more details of Corgi stockists contact 0845 603 9070.



Eduard

1/48th

A limited reissue of the Hawker Tempest Mk V 'Profi Pack' (£16.95) has just been made by Eduard, so if you missed it first time, get one now!

The 'Profi Pack' version of the Heinkel He 280 with resin JUMO 004 engines is also now available (£12.95), as is the Nieuport Ni-23 fighter (£8.95).

Unicraft

1/72nd

The Flugelrad I flying disc we reviewed a few months ago from this manufacturer is also now available from Hannants, and retails for £16.50.

The next issue from Unicraft will be the Ohka 53 guided bomb, and that will be followed by the BiCh-17 tailless fighter and the Junkers SFP project.



Dekno

1/72nd

The next couple of releases from this manufacturer will include the Fiat G-12T (#E-3100), which will come with Reggia Aeronautica, RSI, Luftwaffe and Bulgarian markings, the Gee-Bee R.1 racer (#R-020), the Heinkel He 112 V5 (#E-0900) and the Koolhoven FK-51 (#E-2100).



Please note also that this firm has recently changed address and entered into a partnership with another firm. Their new address details are:

Baluardi/Dekno Models
C/de Dalmau, 17 baixos,
08014 Barcelona,
Spain.

Order Fax: ++34 93 23 23 24 2

Tel/Fax: ++34 93 43 20 60 9

Email: albert@deskno.com

Omega Models

1/72nd

The most recent injected kits from this range include the Letov S-331 [COM7219], MiG-9 (a MiG-3 with a M82 radial engine) [COM7221], Fokker V-23 [COM7229], Fokker D-VII [COM7230], Polikarpov I-17 [COM7231] and the Letov S-8 [COM7237]. Each of these kits features injected components with vac-formed canopies. Some of them have decals, but these are restricted to national markings or serial numbers. Also available are conversions that include the base KP kit. The first is the Polikarpov U-2 SV [COM7220] and the other is the Polikarpov VU-2 [COM7228].

UK examples can be obtained from Hannants.



Sinifer

1/48th

We mentioned last month that the next resin kit due from this manufacturer would be the Grumman Widgeon. Now photographs of the test shots have been sent directly to us, so we thought that we would mention it again. As you can see the kit includes resin main components with white metal detail parts. Approximately 50 pieces will make up the kit and it will come with two decal options: US Navy and US Coast Guards. The kit will retail for 380FF and should be out before the end of the year.



Hi-Tech

1/48th

The new mixed-media kit of the Dewoitine D.501

is now available from this manufacturer and retails for £22.50.



Czech Master (CMK)

1/48th

The latest batch of resin upgrades from CMK includes the Fw 190A-5/6 engine (4033), Fw 190A armament set (4034) and the Mosquito FB Mk VI interior (4036). They retail for £15.60, £6.50 and £9.95 respectively and they are all designed to fit the respective Tamiya kit.

Mando Models

1/144th

Released a little earlier than originally listed, the DH Comet 3B/4B hybrid conversion for the Airfix kit is now available for £7.25.



1/72nd

Also earlier than intended, the resin kit of the Sukhanov 'Discoplan' is available for £16.95.

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#32001

HIGHLY MODIFIED YAK 11 UNLIMITED RACER WITH T-33 TAIL

"MR AWESOME"



1/72 SCALE INJECTION MOLDED MODEL
KIT NO RACE 010

'Mr Awesome' (Modified Yak-11)

Manufacturer: High Planes Models

Scale: 1/72nd **Price:** £TBA

Kit No.: RACE 010 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear

Parts: Plastic 28 (Blue), Metal 3, Vac-form Clear 1

Decal Options: 1

Manufacturer: High Planes Models

Obtain in UK via: Hannants

DASSAULT MIRAGE IIID

MARKINGS FOR FRENCH, BELGIAN, AND AUSTRALIAN AIRCRAFT



1/72 SCALE INJECTION MOLDED MODEL
KIT NO 72019

Dassault Mirage IIID

Manufacturer: High Planes Models

Scale: 1/72nd **Price:** £TBA

Kit No.: 72019 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic, White Metal, Resin & Vac-formed Clear

Parts: Plastic 43 (Blue), Metal 16, Resin 1, Vac-form Clear 1

Decal Options: 3 (French, Belgian, Australian)

Manufacturer: High Planes Models

Obtain in UK via: Hannants



Savoia Marchetti SM.84

Manufacturer: Aviation Usk

Scale: 1/72nd **Price:** £26.50

Kit No.: 2025 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear

Parts: Plastic 93 (Grey), Etched 10, Resin 3, Vac-form Clear 13, Acetate 1

Decal Options: 3 (Italian & German)

Manufacturer: Aviation Usk

Obtain in UK via: Hannants



Lockheed 12 Baby Electra

Manufacturer: Dekno

Scale: 1/72nd **Price:** £TBA

Kit No.: E-3000 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Resin, White Metal & Vac-formed Clear

Parts: Resin 34, Metal 8, Vac-form Clear 1

Decal Options: 4 (Italian & German)

Manufacturer: Aviation Usk

Obtain in UK via: Hannants



Curtiss A-12 Shrike

Manufacturer: Allied Research North

Scale: 1/72nd **Price:** £TBA

Kit No.: N/A **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic, Etched Brass, White Metal & Vac-formed Clear

Parts: Plastic 11 (White), Etched 24, Metal 7, Vac-form Clear 2

Also Includes: Two Lengths of Wire

Decal Options: 2

Manufacturer: Allied Research North

Obtain in UK via: N/A



Payen PA.22 Flechair

Manufacturer: Model-Aire International

Scale: 1/72nd **Price:** £TBA

Kit No.: 010 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear

Parts: Plastic 20 (Blue), Metal 3, Vac-form Clear 1

Decal Options: 1 (in three different schemes)

Manufacturer: Model-Aire International

Obtain in UK via: N/A



Le Lioré-et-Olivier LeO 451

Manufacturer: Pend Oreille Model Kits

Scale: 1/48th **Price:** 780FF (approx. £98.00)

Kit No.: 4830 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Resin, White Metal & Vac-formed Clear

Parts: Resin 2 (Beige), 80 (Cream) Metal 3, Vac-form Clear 10

Decal Options: N/A

Manufacturer: Pend Oreille Model Kits

European Distributor: NZ Distribution



Hawker Sea Hurricane Mk IIc

Manufacturer: Revell®

Scale: 1/72nd **Price:** £2.95

Kit No.: 04139 **Panel Lines:** Recessed ✓

Status: Revised Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 57 (Grey), Clear 4

Decal Options: 2 (No.760 & 835 Squadrons)

Manufacturer: Revell AG

UK Distributor: Revell® Binney & Smith (Europe) Ltd



Mil Mi-28N Havoc

Manufacturer: Revell®

Scale: 1/72nd **Price:** £5.95

Kit No.: 04400 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 102 (Tan), Clear 3

Decal Options: 1

Manufacturer: Revell AG

UK Distributor: Revell® Binney & Smith (Europe) Ltd



Boeing 737-800

Manufacturer: Revell®

Scale: 1/144th **Price:** £9.95

Kit No.: 04238 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 61 (White), Clear 3

Decal Options: 1

Manufacturer: Revell AG

UK Distributor: Revell® Binney & Smith (Europe) Ltd



Heinkel He 45

Manufacturer: AML

Scale: 1/72nd **Price:** £8.20

Kit No.: 72006

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic, Etched Brass & Vac-formed Clear

Parts: Plastic 54 (Grey), Etched 11, Vac-form Clear 2

Decal Options: 4

Manufacturer: AML

Obtain in UK via: Hannants



Messerschmitt Bf 109D

Manufacturer: Sword

Scale: 1/72nd **Price:** £7.40

Kit No.: 72005 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic & Resin

Parts: Plastic 22 (Grey), Resin 8, Clear 3

Decal Options: 1

Manufacturer: Sword (Milan Lucky Models)

Obtain in UK via: Hannants



I.A.R. 81C

Manufacturer: LF Models

Scale: 1/72nd **Price:** £TBA

Kit No.: 7201 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Resin, White Metal, Etched Brass & Vac-form Plastic

Parts: Resin 24, Metal 5, Etched Brass 40, Clear 1

Decal Options: 3

Manufacturer: LF Models

Obtain in UK via: N/A



High Quality Model Kit for Collector 1/48 th Scale

MiG-3

Manufacturer: Pend Oreille Model Kits

Scale: 1/48th **Price:** £TBA

Kit No.: NP4803 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

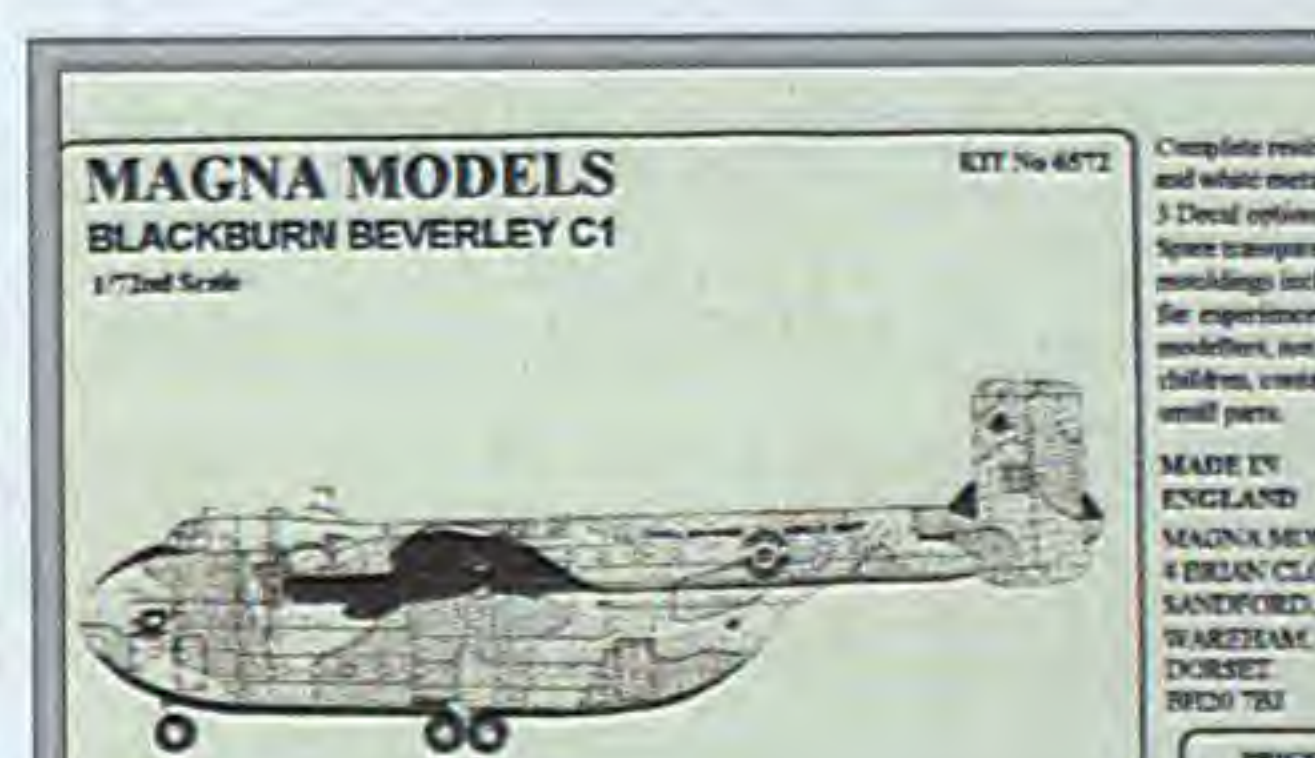
Type: Resin & Vac-form Clear

Parts: Resin 28, Clear 2

Decal Options: 4

Manufacturer: Pend Oreille Model Kits

European Distributor: NZ Distribution



Blackburn Beverley C.1

Manufacturer: Magna Models

Scale: 1/72nd

Price: £82.75

Kit No.: 6572 **Panel Lines:** Recessed ✓

Status: New Tooling ✓

Type: Resin, White Metal & Vac-form Clear

Parts: Resin 37, White Metal 14, Clear 6

Decal Options: None

Manufacturer: Magna Models



Stinson L-5 Sentinel

Manufacturer: Sword

Scale: 1/72nd

Price: £7.80

Kit No.: 72004

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic

Parts: Plastic 39 (Grey), Clear 4

Decal Options: 2

Manufacturer: Sword (Milan Lucky Models)

Obtain in UK via: Hannants

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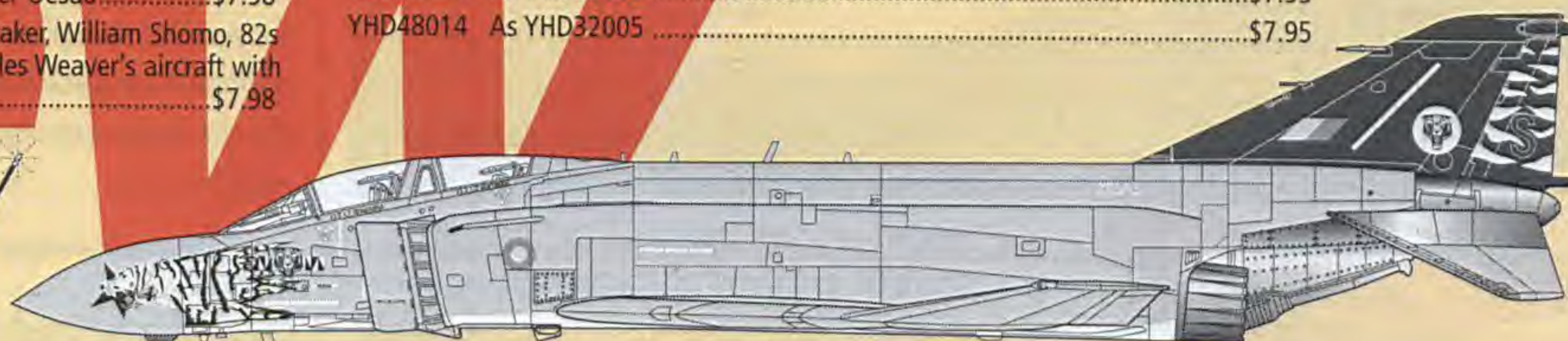
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Technical Data

Manufacturer: Choroszy ModelBud
Scale: 1/72nd
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 25
Also Included: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy Model-Bud
UK Stockist: Aeroclub

The Kit

Choroszy models keep bringing out these wonderful models for us fans of Japanese aircraft, this time in the form of the Kawasaki KDA-5. Moulded in their usual high quality resin the kit is beautifully cast and my sample has no flaws. Included in the box is an A4 two-sided instruction sheet, decal sheet and a small piece of acetate.

Construction

I started my kit in the normal fashion by washing and cleaning up all the parts. The construction started with the detailed interior. On this kit the interior consists of few parts, but that does not mean highly detailed. The interior was painted in a blue/grey colour and the details picked out by dry brushing. The fuselage was joined together and allowed to dry. I approached this model in the same fashion as the other biplanes that I have built, adding the lower wings, fin, tailplanes, undercarriage and struts but not the upper wing.

When all the assemblies had been given time to dry and any adjustments made, the entire model, including the upper wing, was primed and later painted with a gloss light grey.

Accuracy

The books I have, allowed me to take a good look of the real aircraft from several angles, and Choroszy's model certainly captures the stance of the real thing, and to me that is what counts. For those however who like dimensions they measured up accurately.

Colour options

Only one colour option is provided and that is light grey overall. This is understandable

as that is, as far as I know, the only colour used on this type. There is a point that I would like to raise here about this grey; I have just used a basic light gloss grey but the colour should have a very slight metallic look. Aluminium powder was added to the paint to act as a weather-proofing compound. I have not quite mastered a satisfactory way of reproducing this yet but when I do I'll let you know.

Decals

All the decals are well printed but an omission has been made, as the individual aircraft numbers on the wings have been omitted. No problems were encountered placing them, but be warned, they are very thin.

Decal Rating = 8/10.

Conclusion and recommendation

This is yet another great little model by these chaps and due to the very sturdy struts on this type I would say this would be ideal for newcomers to resin to build. Personally I think the hardest part, which I have not solved yet, is trying to get the grey right. I suggest doing what I do and just go for gloss light grey at the moment.

A very highly recommended kit to all with an interest in this period of time.

My thanks to Choroszy ModelBud for the review sample.

Peter Fearis



Lippisch P.12



Technical Data

Manufacturer: Unicraft
Scale: 1/72nd **Price:** \$15.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-form
Parts: Resin 5, Clear 1
Decal Options: None
Manufacturer: Unicraft Models
UK Sources: The Turntable & Hannants

The Kit

Presented in a colourful little box, this kit is moulded in dark green resin with some finely engraved surface detail. All of the parts are bagged (all five of them) and the whole package should survive the rigours of the postal system, as I suspect most people will obtain this kit by mail order from specialist dealers. A small piece of clear plastic is provided, together with a resin template, to make the cockpit canopy.

Instructions

Three separate sheets are provided: a type history, assembly diagram and scale drawing, and one diagram showing the internal structure of the prototype. No colour details are given.

Construction

Construction starts by cleaning up the resin parts, and it's quite easy as there are only five of them. The resin used is very hard but brittle, so be careful when cutting away the flashed-over cockpit area. I managed to break the tail fin when cutting it away from its pouring lug but the resin reacts very well to superglue and repairing it was easy. The main area of construction is to scratch build the cockpit, as no parts are provided for this area, so it's raid the spares box time or buy a donor kit. This might be a good idea as you will need some decals as well. A small plastic flow divider has to be fashioned for the front air intake, and while you are doing this I would recommend blanking off the open exhaust end as well.

Putting together the five pieces of this kit is quite easy; the only problem I found was that the separate fin was much thinner than the base section that is moulded on to the rear fuselage making it necessary to blend it in with filler. A small amount of filler is required to fill in some of the small gaps between the upper and lower fuselage halves.

The small cockpit canopy was then cut out of the section of clear plastic provided and edged with self-adhesive metal foil to create a framework.

Accuracy

I could not find any data on this aircraft but it matches the scale drawing on the instruction sheet exactly.

Colour Options

No colour details are given but the box top

shows a red aircraft whilst the box end shows the same plane in white. I chose the red option using Humbrol Red (19) as a change from the grey or green aircraft I usually make.

Decals

No decals are provided. Mine came from a Bf 109 sheet.

Conclusions and Recommendation

I would not really recommend this kit to anybody other than the serious Luftwaffe

1946 addict. Not because it is a bad kit, but it seems to be aimed at the modeller with a well stocked spares and decal box. It goes together well enough and certainly results in a colourful little model, so as long as the price is not too high, it should appeal to the enthusiast. Cautiously recommended to the right buyer.

My thanks to Unicraft for the review sample.

Michael Cook



ZLIN 142C



Technical Data

Manufacturer: Aster
Scale: 1/72nd
Status: New Tooling
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Price: £TBA
Type: Injection Moulded Plastic & Vac-formed Clear
Parts: Plastic 25, Clear 1
Decal Options: 2
Manufacturer: ABC Modellfab
UK Source: POL Models

The Kit

The vac-formed canopy is fairly clear but my example was very thin and creased. Engraving is fine and details are well captured. The injection parts will need very little cleaning before use and decals are provided for two aircraft.

Instructions

The black and white exploded assembly diagram is clear, as are the finishing instructions. The instructions give paint colours in Polish (I think), FS numbers and Aster numbers and this can cause problems unless you can translate or have colour

references. A wing dihedral diagram would be helpful during assembly.

Construction

This is a simple enough kit, small, tidy and quick! Parts fit without any problem except that the wings simply butt up to the wing roots. It is important to obtain good references for this part since there is no definite location. Use the side view of the aircraft on the instruction sheet in conjunction with the plan view to determine exact location. Using slow setting Superglue allows plenty of time for adjustment.

The cockpit detail is adequate comprising instrument panel, sticks, seats and pedals. However, the canopy is huge and clear, making some additional detailing desirable. I added throttle and flap/trim controls to the central console and straps to the seats although these are speculative since I could find no suitable internal references. What I did find was a picture showing what appeared to be two black luggage straps and two white, diagonal braces on the decking behind the crew seats.

Additional work is minimal. Stirrups need to be added behind the root trailing edge on both sides. The light unit on the port leading edge needs to be cut out of the wing assembly. Carefully folded acetate sheet completes this. The nose wheel needs to have a hole drilled to accept it in the underside of the nose. It is possible to add the nose wheel without the support of a drilled location but it might not cope with the weight of the nose, which had to be packed with lead to keep the aircraft from tail-sitting. The main undercarriage is fragile so care is advised.

Accuracy

The published dimensions are 9.16 metres span and 7.33 metres length. The model measures out approximately at 126mm span and 102mm length, which is 9.07 metres and 7.34 metres respectively. The difference in span is probably due to the uncertain fit but in 1/72nd scale this is only a 1mm difference. The shape of the wing root and adjoining under-fuselage is perhaps too flush compared to the elevation view in the instructions, although barely noticeable.

Colour Options

Two schemes are suggested, one white and red and the other white and blue. Both are simple schemes but very neat and attractive. Black areas exist on the nose underside, wing root walkways and anti-glare panels. I used Halfords Peugeot White and Electric Blue which matched the decals for my chosen aircraft. The interior was mid grey with light blue seats and spinner. (I'm not sure about the spinner colour, what is 'niebieski' FS 11350 anyone?)

Decals

The decals look excellent, being bold and

sharp. Sadly, as soon as one tries to remove them from the backing sheet they disintegrate. In this fashion I lost the wing callsigns. I should have tested the decals first by using one of the three small Zlin logos, only two of which are indicated on the red and white model. A coat of acrylic gloss over the decals made them sufficiently robust to use. They are very thin and respond well to solvent and setting solution although it wasn't needed. Only the white tail logo is a little translucent.

Decal Rating = 7/10, with additional varnish (otherwise useless!)

Conclusion and Recommendation

This is a lovely little kit with an eye-catching scheme. Quick to build and easy to finish with the above considerations. Despite the lack of firm location for the wings and the thinness of the canopy this is not a difficult kit to build and is appropriate for all skill levels.

Recommended.

My thanks to POL Models for the review sample.

Deon Whittaker



F/A-18C Hornet 'VFA-25 Fists of the Fleet'



Technical Data

Manufacturer: Shanghai-Dragon
Scale: 1/144th Price: £2.99
Panel Lines: Recessed ✓
Status: New Decals ✓
Type: Injection Moulded Plastic
Parts: Plastic 52, Clear 1
Decal Options: 1
Manufacturer: Shanghai-Dragon Models & Toys Co
UK Importer: Richard Kohnstam Ltd

The Kit

This is a reissue of the Dragon/DML kit by the renamed company Shanghai Dragon. The box art and contents are identical. The kit is moulded in mid grey and has engraved panel lines that look a little overscale.

Instructions

There are none to speak of, but the back of

the box contains two exploded views of the kit with a couple of small detail drawings, but they are difficult to interpret and not too clear.

Construction

The first problem is found on attaching the upper and lower fuselage halves, as it looks as though two different people worked on the masters as they don't line up anywhere at all around the nose. Just as well the wing leading edge extensions are there or I doubt the parts would touch. You will need a file and some sandpaper to get the parts level and if you want an accurate nose keep sanding as it is way out of shape. Thankfully all other parts fitted without the need for work, except the canopy which needed lots of sanding to match the cockpit sill profile and even then it still looked odd

Accuracy

Overall it looks like an F/A-18 but the shapes of the nose, the cockpit and the fuselage under the wings is incorrect. It would take a lot of work to put all these problems right but it is possible. The real aircraft size is span 11.42m (scale 7.93cm) length 17.07m (scale 11.85cm) and the kit

works out to 7.9cm span and 11.2cm length. The shortfall I believe is caused by the incorrect nose shape.

Colour Options

Upper surfaces are FS 36320 and lower is FS36375. I used Gunze Sangyo acrylic paints as shown on the box but either they are wrong or the decals are the wrong shade of grey. I know they are meant to be low-viz but not completely invisible. Tail fins are semi-gloss black.

Decals

The decals are the best part of the kit, very

colourful and easy to apply. Some silvering showed up on the tail fins but only when I added semi gloss varnish, and as noted above, the grey may be wrong for the stencils and national markings.

Decal Rating = 7/10

Conclusion & Recommendations

This was a quick-build kit but if you want to fix the inaccuracies you might find yourself getting bored/frustrated with it, as there are better Hornet kits available, but the colour scheme is great.

My thanks to Richard Kohnstam Ltd for the review sample.

Paul Gold



Chance-Vought F4U-1D Corsair



Technical Data

Manufacturer: Tamiya
Scale: 1/48th **Price:** £13.99
Kit No.: 61061 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 99, Clear 7 **Decal Options:** 3
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd

The Kit

This is the latest incarnation of the generic Corsair kit depicting the -1D model of the famous gull-winged fighter from Stratford, Connecticut. The kit is moulded in Tamiya's now familiar mid-grey plastic and features the equally usual recessed panel lines and drop dead detailing. The main difference between this and the earlier rendition is obviously the new clear frame avec bubble top and a small grey sprue with drop tanks, rear cockpit bulkhead and fuselage insert, standing pilot figure and other small -1D details.

Painting is called out through the construction, Tamiya paints being quoted

exclusively in the usual infuriating manner; I wish they would quote colours and not mixes of Tamiya paint numbers only, forcing constant reference to the paint list.

Construction

The cockpit is mightily impressive with all the detail you could possibly want. Onto the rear bulkhead are fixed the seat, side consoles and hydraulic pump. The heel boards, joystick and rudder pedals are all fitted to the front bulkhead/instrument panel. The excellent sidewall detail further enhances the busy effect and the end result is light-years ahead of anything else in this (or any other) scale...., nothing else comes close. Tamiya have supplied a decal for the harness; this can be applied to a piece of lead foil (to give it some body) and attached to the seat. A little effort spent painting and weathering the cockpit will be well rewarded.

Next up is the engine, two banks of cylinders, a crankcase cover and a firewall complete the picture here. The mill is enclosed in a cowl and finished off with the option of open or closed cooling gills, very neat and a vast improvement on that offered in the Hobbycraft kit.

The centre section including the cockpit floor assembles with ease and we can quickly proceed to the joining of the fuselage halves to the centre section and the addition of the

horizontal stabilisers. Fit throughout is flawless. This kit has fooled me into thinking of myself as a master of my craft, and then I look at the still incomplete Blue Angels Display that haunts my every waking moment.

The wing fold option is well engineered and begs to be used.

Colour Options

Three options are offered, the first being a VF-84 machine embarked on the U.S.S. Bunker Hill in February 1944, carrying an attractive yellow cowling band to relieve the solid blue colour prevalent at that stage of the war. Another carrier-based aircraft provides option two, an aircraft of VMF-112 based on the U.S.S. Bennington in early 1945. Dark Blue is the colour with small tactical markings in white on the tail and upper/lower mainplane surfaces. Finally we have a shore based Corsair of VMF-913 at MCAS Cherry Point in January 1945. By including the yellow-banded machine with the large white tactical arrows Tamiya have made the best of what the US Navy had to offer, colour wise, in 1945.

Decals

The decals worked very well over a pre-glossed surface with virtually no silvering at all.

Decal Rating = 9/10.

Accuracy

The real aircraft had a span of 12.5m (41ft), a length of 10.16m (33ft 4in) and a length of 4.9m (16ft 1in) and suffice to say, this model

is spot on with those dimensions. More importantly the model captures the looks of old 'Hose Nose' very well indeed.

Conclusion and Recommendations

Let's see:

- A Flawless assembly
- B Beautifully detailed
- C Straightforward colour scheme
- D Good Decals.

If you can't get a reasonable result with this one, I think you'd better take up gardening or something.

My thanks to Richard Kohnstam Ltd for the review sample.

Richard McClelland



SAI 403 'Dardo'



Technical Data

Manufacturer: S Model
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 22, Clear 1
Decal Options: 1 **Manufacturer:** S Model
Sample Supplier: Pol Models

The Kit

Great hopes for this lightweight fighter, for which orders in excess of 3,000 machines had been placed, were held by the Italian leadership when it first flew in late 1942, after the success of earlier models. Plans were also afoot for Italy's allies in the Axis pact, Germany and Japan, to begin building the SAI 403 in large numbers. As it was mostly of wooden construction, the carpentry industry, thus far under-used in war production, could be utilised to build it without detracting from the production of all-metal aircraft. However, its career was curtailed by the Italian surrender in 1943, before it saw service, and as a result the type has 'disappeared' from the World War 2 aircraft listings.

The parts are supplied in a small plastic bag in a rather tatty box and are not very inspiring. The beige resin mouldings contain a lot of

flash and require cleaning up before construction can begin.

The Instructions

A single A4 sheet contains building instructions in the form of one, not very clear, exploded diagram and a painting diagram that only describes the colours used as 'bottle green' and 'light grey', i.e. no FS numbers or manufacturers codes. A short history of the type in Polish and English is very welcome as I found information on this aircraft a bit scarce from my normal outlets.

Construction

After cleaning up all the parts and giving them a soap bath to remove the release agent, I gave them all a coat of white primer before construction began. The cockpit is reasonably served and has a floor with some detail, a seat and rear wall to which I added a few 'boxes' and a trim wheel etc. from the spares box, before painting the whole interior grey, picking out the details with a lighter shade. The instrument panel was added and, finally, masking tape seat belts to finish the job before closing the fuselage halves. The fit of the body parts is good, only the nose required some light sanding to bring it flush with the fuselage sides. The air intake and exhaust ports from the inverted-V engine that give this aircraft its character are supplied as separate parts and care is needed to get them to fit properly. The only problem I found with the model was the way the undercarriage has been tackled. These slender parts are resin and would have been better supplied in white metal as they are very brittle and easily broken. I am not convinced of their load-bearing capabilities either and after

one of the kit's main legs had broken, I scrapped them and built replacements from brass tubing and wire. The tailwheel leg was also similarly replaced. Only one vac-form canopy is supplied so no room for error, but its fit is snug.

Accuracy

The outline looks OK but the kit-supplied main undercarriage legs looked too long when compared to the one picture I found. As a result I made my replacement legs about 2mm shorter, with better results. Dimensionally, the original is given as being 9.8m in span and 8.2m in length in the instructions. The model measures 137mm in span and 113mm in length, which is bang on.

Colour Options

Only one is given, that of a machine with 'bottle green' top surfaces and 'light grey' undersides, that I assume is one of the prototypes as it seems no examples reached squadron service. The appropriate AeroMaster paints were used, and an unusual touch was that the green topside colour wrapped round the underside of the rear fuselage.

Decals

The decals are printed by Modelland and on my example the printing was poor and out of register. The Regia Aeronautica roundels have no white background as the instructions suggest and I replaced most of the decals with ones from the spares box. The tail cross was suitable and bedded down with the minimum of fuss after the excess of carrier film had been trimmed off.

Decal Rating = 3/10.

Conclusion and Recommendation

This is another example of kit manufacturers looking around for something new and different from WWII to produce, rather than another Bf 109 or Spitfire - a practice that I completely endorse. This kit has its weaknesses but nothing that cannot be overcome with a little work. Construction is simple and the finished model would grace any Second World War fighter collection. Recommended to all.

My thanks to Pol Models for the review sample.

Dan Claxton



Top Gun - Swidnik PZL W-3 Sokol/Anakonda



Technical Data

Manufacturer: Top Gun
Scale: 1/72nd **Price:** £TBA
Kit No.: 042
Type: Resin & Vac-formed Clear Plastic
Components: Resin 79, Clear 9
Decal Options: None
Manufacturer: Salon Modelarski TOP-GUN

The Kit

This is the Anakonda rescue version of the Polish-built Swidnik W.3 equipped with floatation bags to allow it to operate directly from water. The kit is very nicely moulded in beige resin with some superb, and often very delicate, raised and engraved surface detail. There is a little careful trimming needed to remove some flash from around the smaller parts - many of which are moulded together, so be careful what you throw away when separating them!

There are two sets of clear vac-form parts which provide all the cockpit and cabin windows and doors; handy if you make any

mistakes! Apart from some of the small detail parts, everything you need is included in the box to build this model.

Instructions

Construction is broken down into fourteen exploded-view drawings on both sides of a single A4 sheet. The drawings clearly show which bits go where but the disappointment is the lack of any form of painting guide - either for the interior or for the exterior colour scheme(s).

Construction

There is a detailed cockpit with instruments, controls, the seats, bulkhead walls, and even the overhead console. It gets a bit crowded, but it all fits in and creates the right effect. The main cabin is also fully enclosed, fully equipped and highly detailed, even down to the ceiling lights, and fits neatly into the fuselage. The fuselage itself is split vertically from nose to tail and includes the engine covers. The two halves match up to each other perfectly, despite a slight warp and twist which results in a 5mm gap at the nose when the tail is joined but this is easily rectified by gluing them together in stages, instead of all at once.

The instructions suggest you cut off the resin nose and replace it with a vac-form one, but the better option is to cut out all the windows and fit them into the resin nose. It's fiddly, but the finish is worth the effort. The

cabin windows and all the doors are cleverly vac-formed to be cut out and slotted into their respective holes, having selected the right pair of cockpit doors (the ones which have an extra window in the bottom half).

Most of the major exterior detail is provided, but there are a lot of minor parts that need to be sourced from the spares box or scratch built from sprue or fine wire; hand-holds, foot steps, antennae, various struts and equipment.

Accuracy

The finished model captures perfectly the lines of the greatly updated version of the old Mil Mi-2. The 15.7m rotor diameter is 8mm short on the model at 21mm, while the kit height of 6mm is 3mm too tall when compared to the aircraft at 4.12m. However, the fuselage length of 14.2m is spot-on at 17.7cm when scaled down. All dimensions listed above were taken from 'Janes Pocket Guide - Modern Military Helicopters'.

Colour Options

The absence of a painting guide is a problem, but there are two Polish SAR schemes in Piotr Butowski's 'Military Aircraft of Eastern Europe, Part 3'. The red and white scheme is also illustrated in the Janes Pocket Guide mentioned above.

Decals

No decals were included in my example, so those from the spare decals box had to be used.

Conclusion and Recommendation

Apart from the fuselage warp, general construction presents no major problems and a reasonable model could be built by a newcomer to resin. However, in the hands of an experienced modeller it can be built into a first-class replica. I highly recommend this kit of a very versatile and attractive East-European helicopter.

My thanks to Top Gun for the review sample.

Fred Tooke



Grumman KA-6D 'Tanker Intruder'



Technical Data

Manufacturer: Italeri
Scale: 1/72nd **Price:** £7.99
Kit No.: 004 **Panel Lines:** Recessed ✓
Status: Upgraded Tooling ✓
Type: Injection Moulded Plastic
Parts: 110 Plastic (Grey), 5 Clear
Decal Options: 2 **Manufacturer:** Italeri Spa
UK Importer: Richard Kohnstam Ltd

The Kit

The parts are very crisply moulded in a light grey plastic with engraved panel lines and zero flash. The transparencies are crystal clear, but loose in the box. The kit is not bagged and there were a couple of small pieces loose, so take care on first opening the box.

Instructions

The instructions comprise of single multi-fold sheet of eight sides. These are multi-lingual and start with a very short history, exploded diagrams for the assemblies and the two decal options. The assembly is split into nine main sections with some alternatives where applicable. There are a few simple mistakes in these pages which I will highlight later.

Construction

Construction begins with the cockpit which was nicely detailed and all fitted together within the fuselage well. Throughout assembly I found the parts were very clean, fitted well and needed no extra filler. I also decided to have an 'open' look with the access ladders, air brakes and canopy all open and the wings folded, as the detail in these parts deserved to be seen. Some ballast is required in the nose to keep the front end on the deck and I also drilled out the air brakes. There are alternative solid air brakes provided and the optional wing fold sections to fill in the exposed wing openings. There are only three minor hiccups in the instructions: part 58B is shown fitted the wrong way around in diagram 7, the wing fences (parts 88B) should not be fitted on this variant and the wing fold braces (parts 81B) are not included in the kit! There are also a couple of vanes on the sprue which would be for a Prowler, but these are minor problems and should not distract from a well produced set of parts that went together with ease. The only part I threw away was the centreline tank pylon as I could not get the tank mounting angle to look right. Finally, I scratch built a pair of wing braces to replace parts 81B; this also makes positioning the folded wings much easier.

Accuracy

The kit length of 231mm (54ft 81/2in) turns out to be 1/2in too short, which is as close as it gets really. The height is correct at 16ft 2in

and with the wings folded I couldn't get a close enough span measurement.

Colour Options

Both colour options provided are of tankers in the Dove Grey/White scheme from my favourite US Navy period (although I painted the wing tanks in lo-viz grey as I have a photograph of one of these tankers that appears to have 'borrowed' tanks). In some cases the tanks are painted low-viz for most Intruders of the squadron, but the tankers appear to have retained the hi-viz markings. The instructions list both options as being from VA-95, but one is in fact from VA-196, as depicted on the box lid. I used the AeroMaster colours and a light varnish after the decals were applied. The instructions were a bit keen on doors and wing fold areas being red when photographs show they should be white. There are many variations in the scheme with white or split grey/white nose, black anti-glare panels or not and also yellow leading edges, so work from a photograph if possible.

Decals

The decal sheet is split into three sections: general aircraft decals, VA-95 specific and VA-196 specific. I used the VA-196 set. The decals were crisp and had good colour density, and all went on without any problems. One drop of Microsol to stretch them around the fuselage and varnish to seal them. There was no silvering or carrier visible when complete. The lettering was a touch finer than some manufacturers' and certainly gave a better overall finish, but be careful as the instructions have some incorrect numbers.

Decal Rating = 9/10.

Conclusion and Recommendation

Overall a very good kit to build and one which I was well pleased with. The kit went together with ease, had a good level of detail and some super decals to finish. At £7.99 I would highly recommend this to anybody.

My thanks to Richard Kohnstam Ltd. for the review sample.

Paul G. Gilson



FiSk 199 (Messerschmitt Bf109 G-2/R1)



Technical Data

Manufacturer: A-Model
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-Run Injection Moulded Plastic
Parts: 50 (White) Plastic, 1 Clear
Decal Options: 1 **Worldwide Enquiries:** IBG
UK Importer: Pocketbond Ltd

The Kit

Having recently built the Bf 109Z from A-Model I was pleased to be given the opportunity to build another variant of the ubiquitous G version. This particular example was built by the Skoda plant to Fieseler designs (hence the name) and was used to test the practicality of carrying an SC 500 bomb with the help, during take-off, of a jettisonable extra undercarriage leg in a reverse tricycle configuration. The kit is supplied in the usual flimsy box but illustrated nicely with the subject taking off with its wheels partially folded. There are three compact sprues of off-white plastic and a loose transparency which is dull but usable. The parts are finely moulded with good engraved detail but lack the sharpness of, for example, Revell's latest offerings. Flash was conspicuous by its absence and interior detail very basic, but with the supplied canopy it would be all but invisible anyway.

Instructions

Instructions are basic but adequate with

Cyrillic text and a few nice detail sketches for those of us with an interest in magnifying glasses and migraines. The painting guide gives the details for the only example built, GD+GC, and the RLM numbers are shown with the paint shade in English and Cyrillic.

Construction

As with so many other similar kits, construction starts with the interior and this immediately showed a problem. The alignment markings on the fuselage sides are so faint as to be useless, and although the instructions quite clearly show the fuselage cut away to accept the one piece lower wing it was, in fact, solid. I elected to cut the plastic away and insert the interior from below which proved to be an essential operation as the wheel wells interfered with the small thickness of plastic left so would never have fitted had I left this stage out. I would like to add, however, that due to the softness of the plastic this took very little time and did not add any degree of frustration to the build, just be warned. Fuselage alignment was good with only minimal seam scraping but the rudder is moulded fully in one half and therefore the seam is more defined in one side than on the other. This feature is also common on the wings with the ailerons moulded with the upper halves. Add the tailwheel at the end of the build, not at this stage as per the instructions, due to its fragile nature. Don't forget to install the exhaust manifolds from the inside before joining the fuselage halves. The fit of the wing assembly to the fuselage was poor with steps at all joins, but a modicum of filler and a great deal of scraping and trial fitting resulted in an acceptable finish. All minor components

including the canopy had some fitting problems, not the least of which was the lack of fixing holes for the drop tanks and the auxiliary wheel, but a normal degree of modelling skills would overcome these with ease. The tiny mass balance weights and the pitot head are included but vanished with one deep sigh into a pile of plastic shavings never to be seen again.

Accuracy

Using William Green's 'Warplanes of the Third Reich', the span measured out at 31ft 11 1/2in which is 7 inches short, and the length at 29ft 6in just under 6 inches too long. This is acceptable in this scale although to my eye the wings seem fractionally too far back. The overall look is pure 'Gustav' and very pleasing.

Colour Options

The painting guide supplied gives details for the only example built and tested, but unfortunately this is one of the least exiting schemes used by the Luftwaffe, RLM 75 (grey) and RLM 74 (grey) upper surfaces with RLM 76 (light grey blue) lower. The monotony is broken by a black and white spinner and mottling on the fuselage sides in grey and grey (yawn).

Decals

The decal sheet from A-Model's Bf 109F is supplied with an extra sheet giving the code letters. The sheets were made by 'Fresco' and are satin with thin carrier film, although there was no separation on the extra sheet requiring fine work with the scalpel. As with the Bf 109Z a mass of tiny stencils are supplied. These are a bit blurred under a magnifying glass but a commendable addition to the kit. They are fragile but position well and settled with no silvering after using a bit of Klear. Unfortunately the exception was the wing walk

lines which proved to be a real hassle, breaking and folding on themselves. I eventually positioned them but with all the abuse they did not adhere well and are the most apparent flaw visible on the finished model.

Decal Rating = 7/10

Conclusions and Recommendations

I would not hesitate to recommend this kit to the average modeller as it adds an unusual twist to the tale of the Bf 109, but it does have its challenges. In some ways it would be better to modify an early 'G' from one of the more mainstream manufacturers but I am not sure of their availability. In conclusion, and knowing that the cost is not excessive, I would like to congratulate A-Model on their choice of subject matter, and with a little extra effort put into the design of the instructions I would encourage them to bring out further variations on the theme (how about a ski equipped 'E' or a BMW 801 powered 'F'). Go on! Go out and buy one, with a bit of extra effort you will have a good conversation piece at the next club meeting.

My thanks to Pocketbond Ltd for the sample.

Linzi Mumford



Yak-7V



Technical Data

Manufacturer: ICM
Scale: 1/48th **Price:** £9.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 69, Clear 5 **Decal Options:** 2
Manufacturer: ICM, Ukraine.
UK Importer: Pocketbond Ltd

The Kit

This brand new Soviet two-seat Yak-7 is a newcomer to 1/48th scale. It comprises 74 parts in well moulded light grey plastic, with finely etched panel lines, a nicely moulded ribbed fuselage and good clear transparencies. With only a hint of flash on certain parts, the Ukrainian firm ICM has come up with a very high quality moulding indeed.

Instructions

These come in a large, six-page fold-out format. During assembly, they proved to be

very easy to understand with no ambiguities or misleading instructions. There's also a brief history of the plane's development and service in English, German, Czech and Russian, plus technical specifications. A sprue map numbering the parts shows the parts laid out on five sprues, A-E, and numbered accordingly.

Construction

This model is extremely well engineered and a simple pleasure to build. Construction is charted through nine straightforward stages, including options for a front cowling to be removed to show the engine, and for either ski or wheel undercarriage. I used just a little filler on the wing-root to fuselage join and on the underside of the nose where it meets the wing. The cockpit interior is provided with enough detail for excellent straight-from-the-box results and ample scope for the super-detailer. Just a couple of criticisms though. The twin canopy transparency is a one-piece item, so that it has to be modelled closed unless surgery is carried out. I also found that the well-crafted engine didn't fit the front fuselage cavity, so I ended up leaving it out.

Accuracy

My research showed that initially this plane did indeed have a fixed undercarriage, so, as per instructions I modelled the odd arrangement of doors closed but with the wheels extended. I think here the undercarriage struts need a couple of shorter supporting struts added, which are included in the kit, but left off in the instructions. Also to be added is a step for the pupil on the fuselage behind the wing root. At least, photos of the Yak-7V in the Squadron Signal book, and the box art, indicate this. Otherwise, the kit is wholly accurate in terms of length and span.

Colour Options

There are options for two planes, and a paint chart giving Testors and Humbrol paint numbers. The first is a Yak of the 1st Fighter Regiment, winter 1943-44, with Matt Black

over green camouflage and blue undersides. The second, which I chose, was a Yak from an unspecified regiment, winter 1944-45, with Matt Sea Grey over Matt Ocean Grey camouflage, blue undersides and a red spinner.

Decals

Room for a bit of improvement here. The decals have a good colour density despite being very thin, but show a slight off-register print, especially along the thin red outline to the white border of the red stars. There's also a lot of excess carrier film to be cut away.

Decal Rating = 6/10

(My big disappointment - I suppose with it being a mere trainer - is the lack of rousing Russian slogans that adorned many Soviet combat planes)

Conclusion and Recommendation

In short, excellent value for money. The kit gives the impression of being meticulously

researched and accurate down to last panel stencil. If only the engine had fitted in properly, a model with really special interest could have been. In all though, top marks to ICM for a job well done. Highly recommended.

My thanks to Pocketbond & ICM for the review sample.

T. Mulligan



Morane Saulnier Type I



Technical Data

Manufacturer: Eastern Express
Scale: 1/72nd **Price:** £4.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 26 **Decal Options:** 1
Source: Pol Models,

The Kit

A splendid illustration of the Russian Ace, Ivan Smirnoff's aircraft adorns the box and provides essential information to the modeller on finish, rigging and decal placement to supplement the minimalist instructions inside. Opening the box is something of an anti-climax, revealing two comparatively small sprues in different shades of soft grey plastic, a small decal sheet and the A5-sized instruction sheet.

Close examination of the parts reveals a number of problems, which have to be addressed if the result is to capture the fragile elegance of the original aeroplane.

The top and bottom leading and trailing edge mould lines of the wings do not coincide and the undersides are not convincing, there are no interior details, the seven engine cylinders are devoid of cooling fins etc, The cowling is thick, the hump over the Alkan synchronised Lewis gun is nothing if not crude, the tail feathers are too thick and all of the struts need significant refinement. Mould lines are apparent everywhere.

This may seem negative but there is no cause to be despondent, because all the problems may be easily overcome!

Instructions

A six-stage construction sequence is depicted using exploded view diagrams. Other than the Russian script titles there is no text. It is, together with the box art, practical, adequate and workmanlike.

Construction

After much thought, I treated this Morane like a mixed-media kit, without the mixed-media. Construction in itself is straightforward, the 'hard part' was deciding how far to go with the process of refining, adding to or replacing the

parts supplied. I tried to use kit parts if at all possible and was pleasurably surprised with the end result. This section is, therefore, more concerned with the techniques of refinement used than with construction sequence.

A curved Stanley knife blade proved an ideal tool with which to first remove the poor under-wing rib detail and then refine the concave camber and trailing edges. More work with a file emery and scribe produced a now very acceptable wing set in about three quarters of an hour. Some trial fitting and filing at the wing roots was then necessary to ensure a good fit in the curved root slots moulded into the fuselage halves. A fine drill was used to create four holes in the wings located by reference to the box art, to take rigging later.

More scalpel and file work cleaned up the inside of the cockpit. The slots which take the wing roots govern the amount of plastic which can be removed from this region, so this work has to be done with some care.

Plasticard was used to fabricate a seat, an old 'Akita' WWI cockpit instrument set used to provide an instrument panel and sprue for control stick and rudder pedals, before the fuselage halves were cemented together.

There appear to have been at least two styles of fuselage cowl over the machine gun. Pictures of the Flashback Morane Saulnier Type I, in the January issue of this magazine, will be available to many readers who wish to fashion a replacement of a triangular type, whilst there are drawings of a rounded cowling in Christopher Cambell's 'Aircraft and Aces of World War I' and a small photo in a book by William Green referred to later, seem closer to Eastern Express's intentions. I chose the latter. The original hump was drilled through to remove the small internal bulkhead, while the breech and barrel are attached separately to create a tunnel, and I subjected the external and internal contours to significant refinement using knife, needle files and emery once again. The complete machine gun was then inserted into the tunnel from the cockpit and glued into its correct position. So what you see in the picture of the completed kit is effectively what was supplied reamed out and cleaned up.

Next the wings were fitted.

Replacement of the kit engine seemed an obvious choice, but even after considerable work a white metal Le Rhone wouldn't fit in the thinned down cowling. A vac-form cowling would have been one answer. Another would have been to use fuse wire windings to detail the kit part, but the fact is that when the

spinner is in place the rotary is all but invisible. So I used the kit motor and only you and I know that it should be better!

More shaving, filing and sanding later saw the propeller blades, tail feathers and strutter in good enough condition to attach to the model.

The propeller is typical of the Type N rather than the Type I, but again the supplied part was preferred for the review.

An ancient tin of 'Humbrol' clear doped linen was sprayed onto the finished model, and the fin and rudder painted satin black, before the whole was treated to Tamiya acrylic clear finish to assist decal adhesion.

Stretched black sprue was used for the rigging wires after the decals were applied.

Accuracy

Dimensional accuracy appears to be good to within 2% and the general proportions seem to match the photographs available to me. I did not have access to scale drawings.

William Green and Gordon Swanborough's 'The Complete Book of Fighters' gives the Type I's dimensions as 27ft 1/2in span and 19ft 1in long, making Eastern Express's rendering about 5 inches too short in span and 5 inches too long, spinner tip to rudder trailing edge.

The propeller is almost certainly from an earlier generation machine, but that is not to say that the Russians did not operate Type I machines with propellers originally intended for its direct ancestor, the Type N.

Decals

These were surprisingly good! Satin finished, two of the Imperial Russian Roundels had outer red rings which were off centre, and so were used under wing where they were less obvious. Much later I realised that the real solution would have been to use a compass cutter to remove the excess before applying

them. The skull and crossbones on a black background does not fit the rudder exactly, but painting the rudder black means that this is not readily noticeable.

The decals detached without disintegrating, proved to be robust, covering and conforming well to the model. A trial application of a little Micro Sol caused significant wrinkling (the way the instructions always said it should but rarely does for me) so I panicked and washed the solution off. When dry, there was no difference between the decal which had had Micro Sol, and the others which hadn't.

Decal Rating = 7/10.

Conclusion and Recommendation

I was surprised and pleased by the outcome. When the box was first opened I saw a 1950's style injection kit, which would have been crude if made straight from the box, but treated like a limited-run kit, it responded well to basic refinement techniques and a modicum of cockpit detail to produce a very elegant model of this significant aircraft.

It isn't expensive and those who want to go the extra yard and replace kit parts with a vac-form cowling, a replacement engine and propeller should find that the extra cost is not disproportionate to the gains.

Beginners seeking high standards may be disappointed by this kit, but really good results are likely to be achieved by modellers who have advanced beyond the primary stage and are looking towards the challenges of mixed-media, detailing and scratch building. This model is an ideal, low cost, stepping stone to more challenging modelling.

Sincere thanks to Pol Models for the review sample.

Simon Snape



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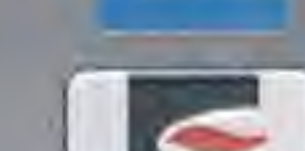
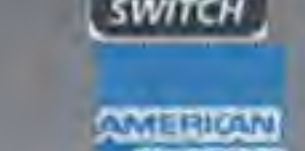
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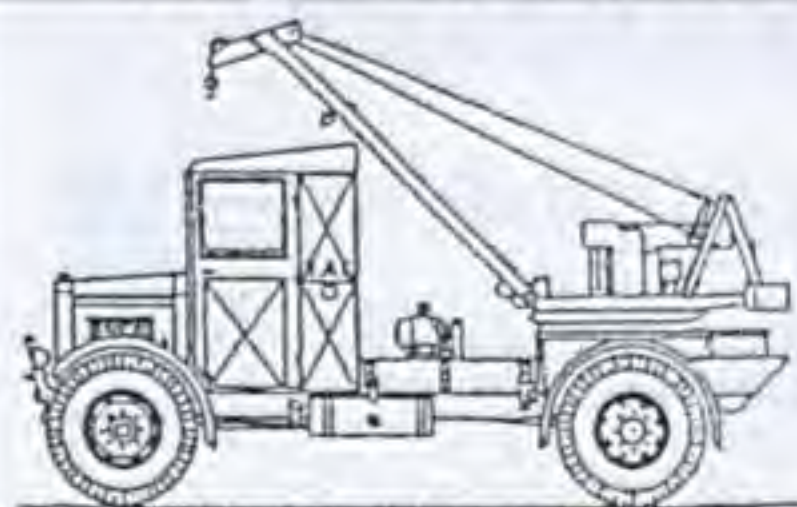
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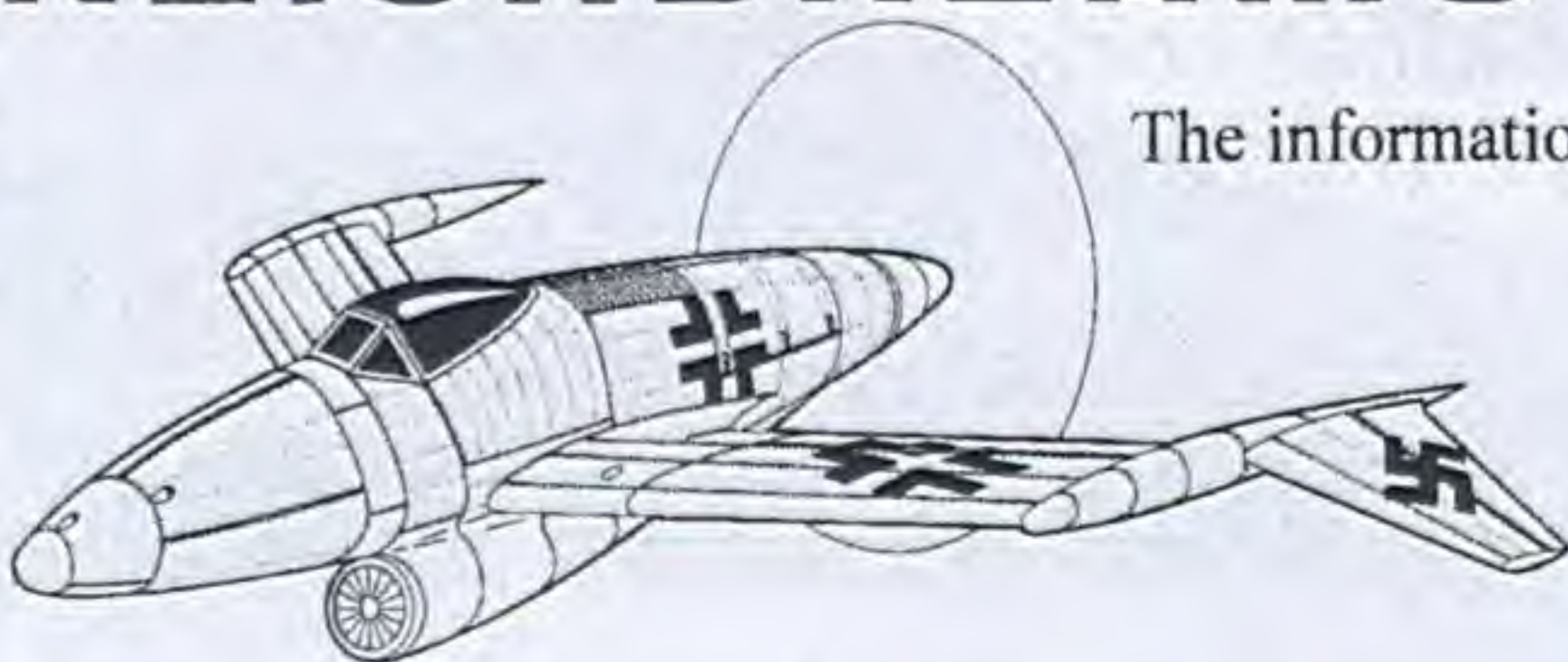
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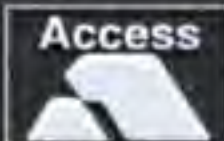
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TM72542	AB.206,212;SH-34 Data Stenciling	\$6.75
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TM72547	Beech C-45/DC-6 Sq#/Badg/Serial AMI	\$6.75
TM72548	SB2-C/S2F/C-130H/P-51/P-47/Torna Bdg AMI	\$6.75
TM72549	AB-205,212/SH3D Data/Insignia	\$6.75
TM72550	P-39/CANT Z.1007bis/Fi 156/MC.200,2,5/Spit Roundels	\$6.75
TM72552	P-39/CANT Z.501/1007bis/Fi-156/SM.79/Spit Sq #/Badges	\$6.75
TM72554	CANT Z.501,6/BR.20/SM.79 Insig RA	\$6.75
TM72555	F-104 Luft Commemorative	\$6.75
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TM72558	DC-3;SM.73 Ala Littoria Insignia	\$6.75
TM72559	F-104 AMI Commem	\$6.75
TM72560	F-104 Tornado Desert Storm Commem	\$6.75
TM72561	F-104 AMI Commemorative	\$6.75
TM72562	P-51D Luft,USAAF,RAF,SCAS mkgs	\$6.75
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POSTAGE and HANDLING

48 Contiguous States: \$0 to \$100.00 add \$5.00 over \$100.0

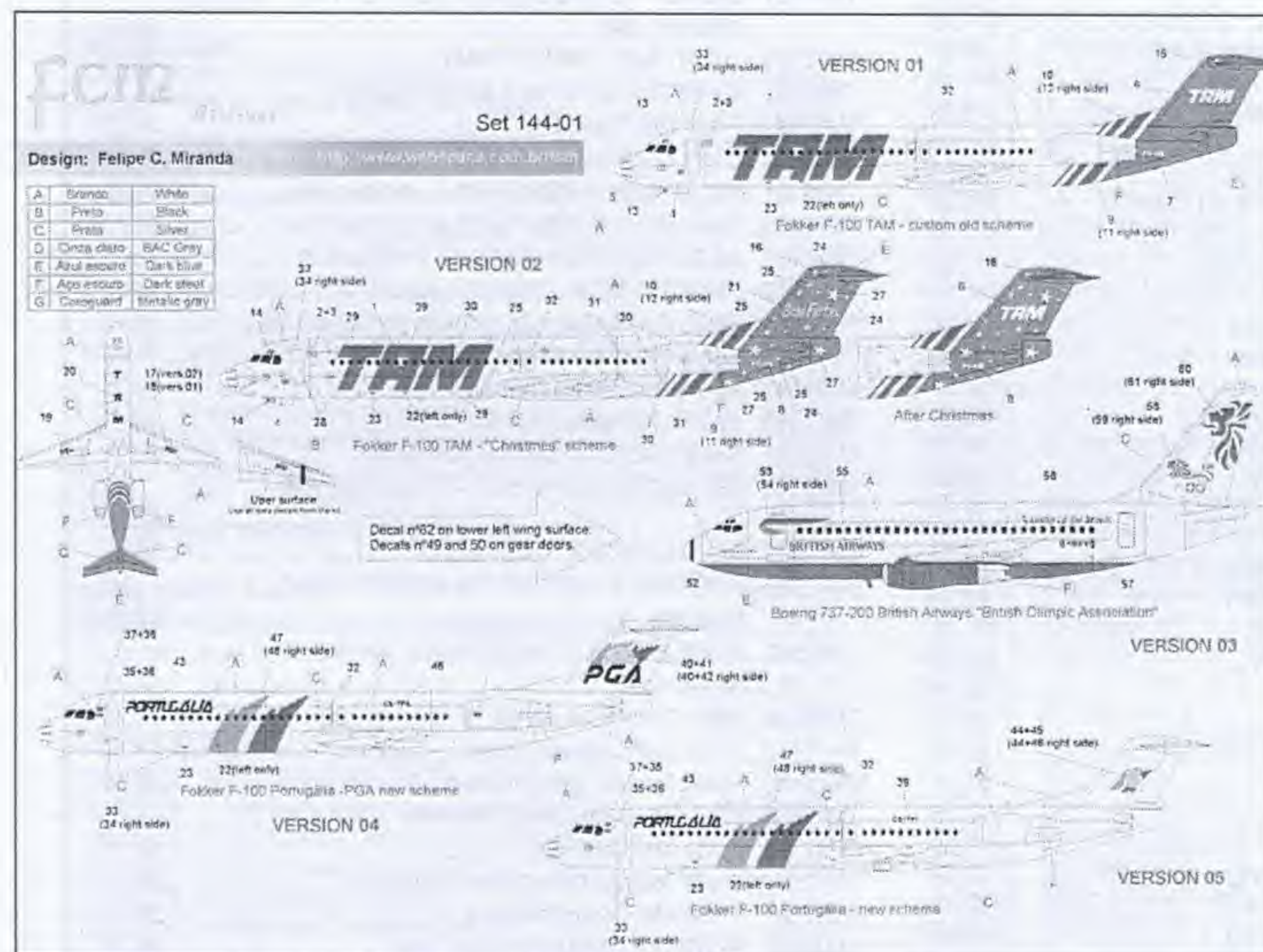
FCM Decals

1/144th Scale

144-01 Boeing 737-200 & Fokker F-100

- 1. Boeing 737-200, G-BKYG, British Olympic Association. This machine is white over Dark Blue.
- 2. Fokker F-100, TAM, PT-MRI. This depicts the older style of TAM livery, which is white with a Dark Blue tail.
- 3. Fokker F-100, TAM, PT-MRI. This is in a special Christmas scheme with gold stars on the fuselage and white ones on the Dark Blue areas. The 'Boas Festas' legend on the tail was removed after Christmas and replaced with a white TAM logo, and this alternative is also offered on the sheet.
- 4. Fokker F-100, Portugal (PGS), CS-TPA. This scheme depicts the white airframes with the PGA logo on the vertical fin.
- 5. Fokker F-100, Portugal (PGS), CS-TPF. This scheme depicts the white airframes without the 'PGA' on the vertical fin.

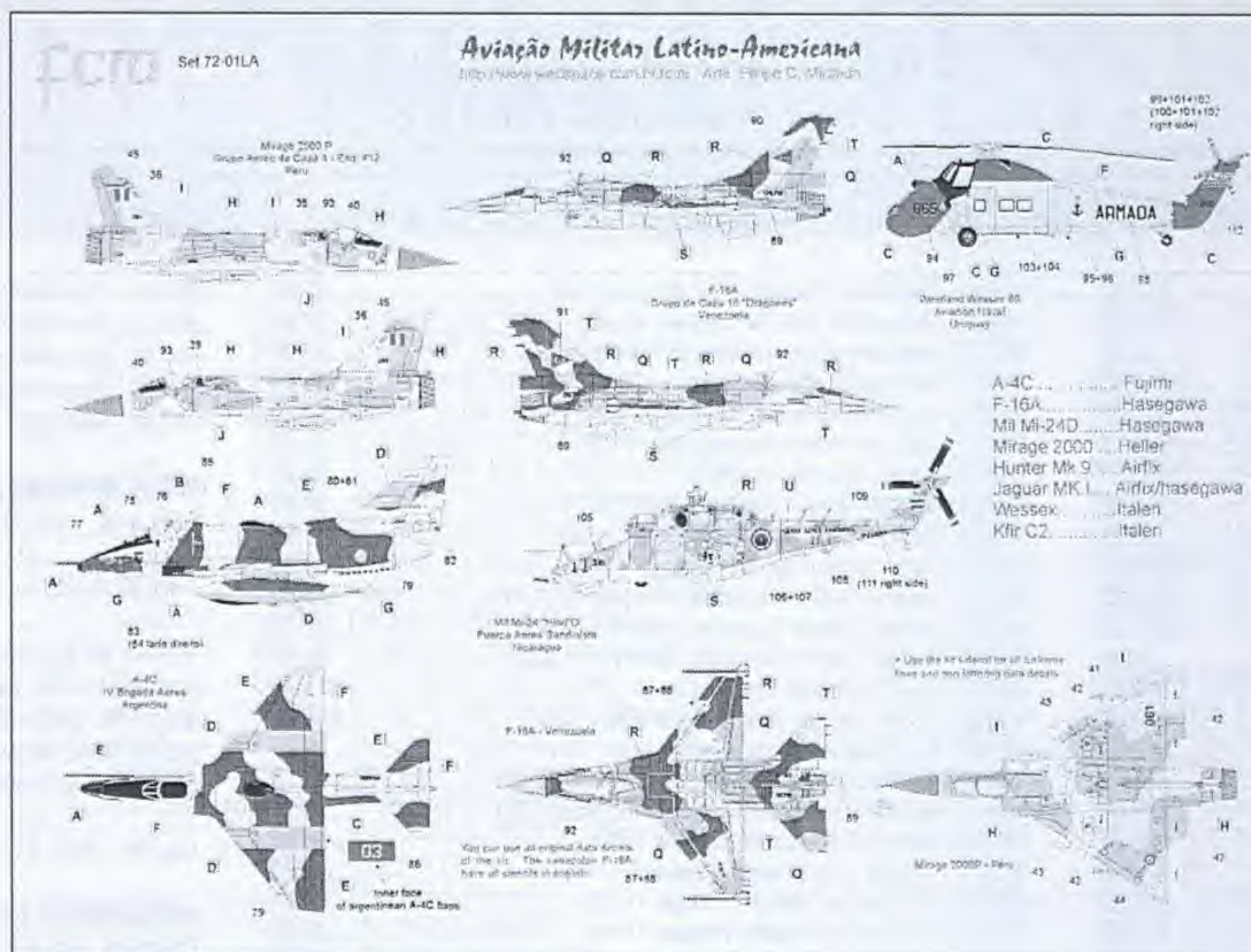
The decals sheet includes all the markings for each option, as well door stencils for the Fokker F-100 options, and a complete set of stencils and windows for the Boeing 737-200.



The five options offered on 144-01



The main decal sheet from 144-01

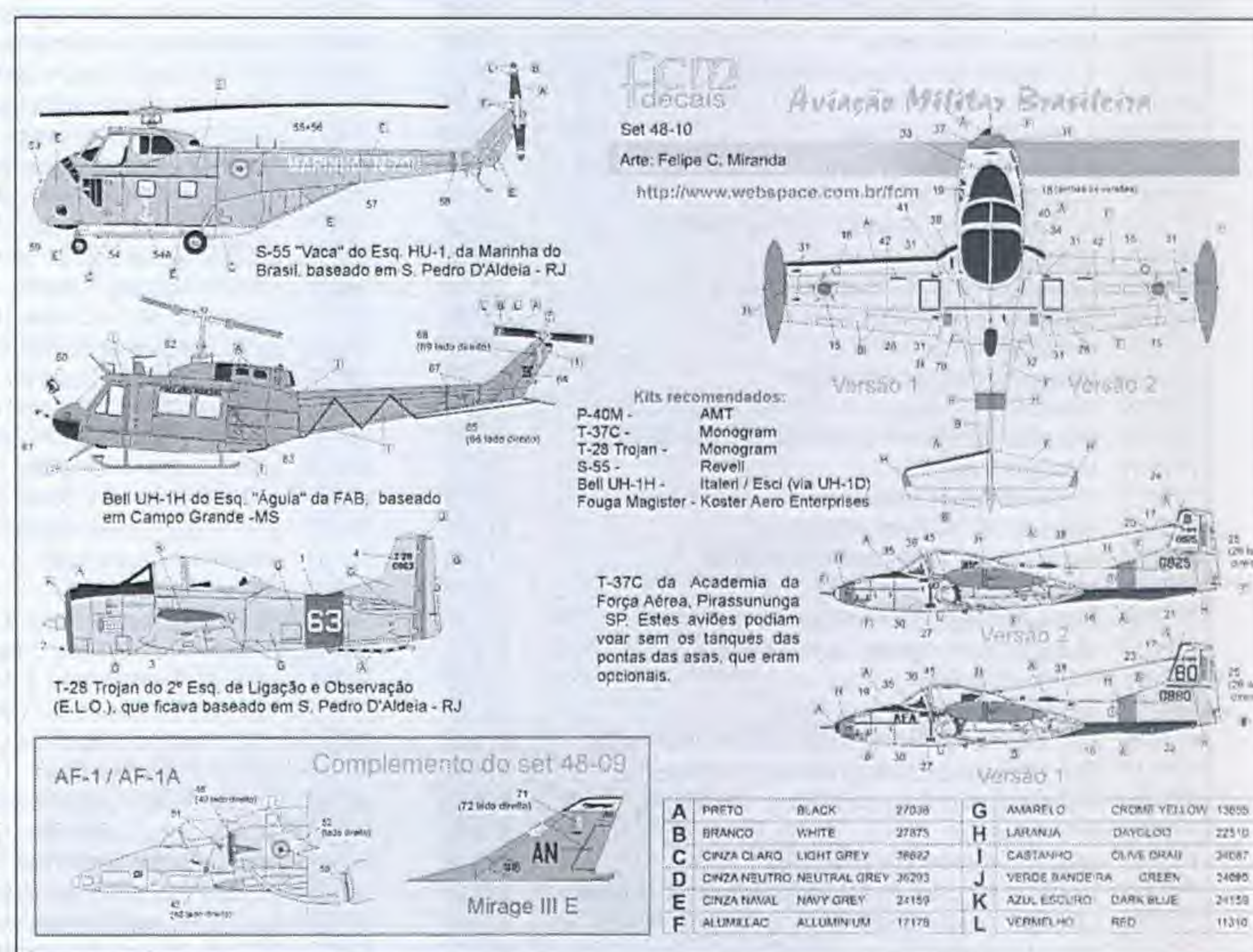


Five of the options on 72-01LA

1/72nd Scale

72-01LA

- 1. Westland Wessex 60, 065, Aviacion Naval, Uruguay. This machine is Gull Grey overall with Red panels
- 2. Dassault Mirage 2000P, 061, Grupo Aereo de Caza 4, Esq 412, Peruvian Air Force. This is Sand and Field Drab over Light Ghost Grey.
- 3. McDD A-4C Skyhawk, IV Brigada Aerea, Argentinian Air Force. This aircraft



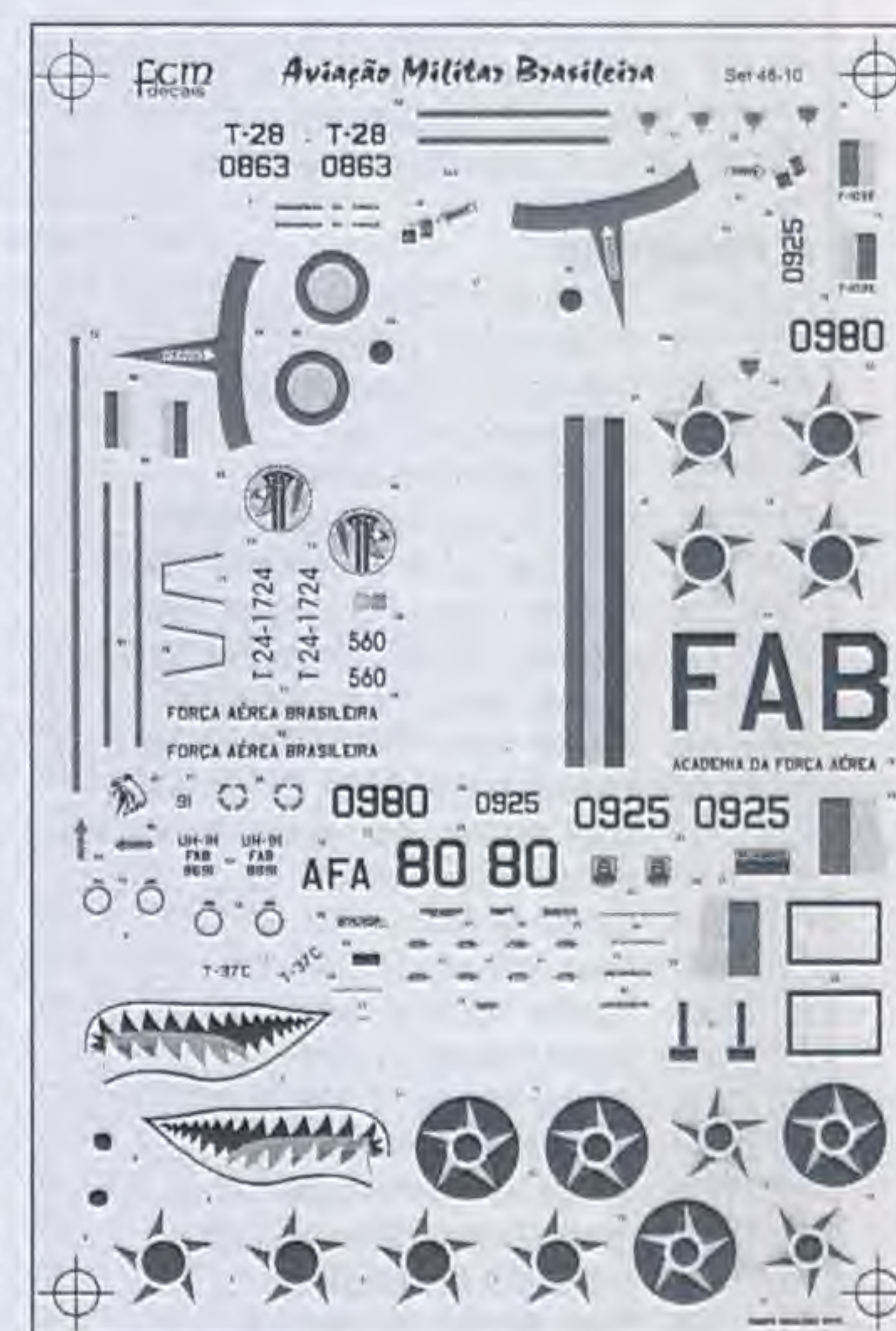
Five of the options on 48-10

The decal sheet includes all the unique and national markings for each option along with a number of stencils for each machine.

1/48th Scale

48-10

- 1. N.A. T-28 Trojan, 0863, 2º Esq, de Ligação e Observação. This aircraft is Chrome Yellow overall with Dark Blue engine cowl ring, wing tips and fuselage band.
- 2. Curtiss P-40M, 43-5651 of the Brazilian Air Force, based in Italy, in Olive Drab over Neutral Grey.
- 3. Bell UH-1H, FAB-8691, Esq 'Aquia', Força Aérea Brasileira (FAB), based at Campo Grande. This machine is Olive Drab overall.
- 4. CM 170 Fouga Magister of the Esq da Fumaça, FAB. This aircraft is white overall with large areas of Chrome Yellow, Green and Dark Blue.
- 5. Sikorsky S-55, N-7011, HU-1, Marinha do Brasil. This is Navy Grey over Light Grey.
- 6. Cessna T-37C, 0925 of the Academia da Força Aérea, FAB. This machine is white overall with Dayglo Orange nose, wing tip tanks and fuselage band.
- 7. Cessna T-37C, 0980 of the Academia da Força Aérea, FAB. This aircraft is



The decal sheet from 48-10

Aluminium overall with the lower aft fuselage in black and the nose, tip tanks and fuselage band in Dayglo Orange.

Conclusion

Each sheet is very well printed, with good registration and colour density. The carrier film is not excessive and I am sure that if the subject matter is of interest, you will want to have these sheets.

Our thanks to Hannants for the review samples.

IsraDecal

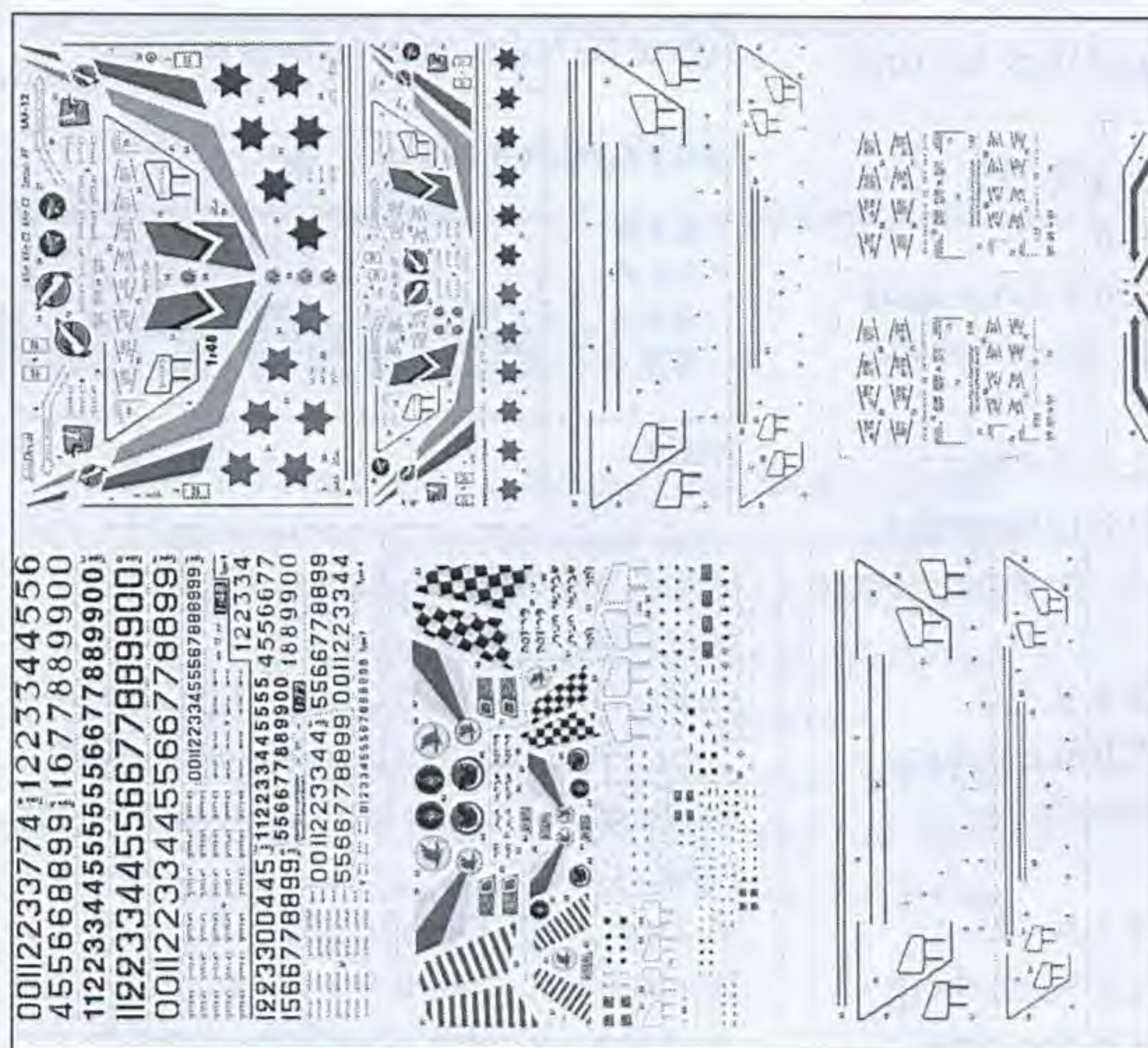
1/72nd & 1/48th Scale

IAF-12: Israeli Air Force Kfir

1. Kfir C.1, No.749 of The First Fighter Squadron, April 1976.
 2. Kfir C.1, No.709 of The Hornet Squadron, 1977.
 3. Kfir C.1, No.729 of The Midland Squadron, 1982.
 4. Kfir C.1, No.716 of The Valley Squadron, 1976.
 5. Kfir C.2, No.814 of The First Fighter Squadron, 1976.
 6. Kfir C.2, No.845 of The Hornet Squadron, 1981.
 7. Kfir C.2, No.874 of The First Fighter Squadron, 1979.
 8. Kfir C.2, No.909 of The Smashing Parrot Squadron, 1981.
 9. Kfir C.2, No.982 of The Smashing Parrot Squadron, 1989.
 10. Kfir C.2, No.853 of The Smashing Parrot Squadron, 1989.
 11. Kfir C.2, No.826 of The Arava Guardians Squadron, 1982.
 12. Kfir C.2, No.871 of The Valley Squadron, 1982.
 13. Kfir C.7, No.543 of The Arava Guardians Squadron, 1990.
 14. Kfir TC.2, No.302 of The Hornet Squadron, 1982.
 15. Kfir TC.2, No.301 of The Smashing Parrot Squadron, 1989.
 16. Kfir TC.2, No.305 of The Arava Guardians Squadron, 1994.
 17. Recce Kfir, No.851 of The First Fighter Squadron, 1983.
 18. Recce Kfir, No.451 of The Arava Guardians Squadron, 1992.
 19. Recce Kfir, No.419 of The Arava Guardians Squadron, 1992.
 20. Kfir C.7, No.555 of The Arava Guardians Squadron, 1990.
- There are no less than eight decal sheets in this set. One offers black serial numbers in both scales, five offer red



Twelve of the options on IAF-12

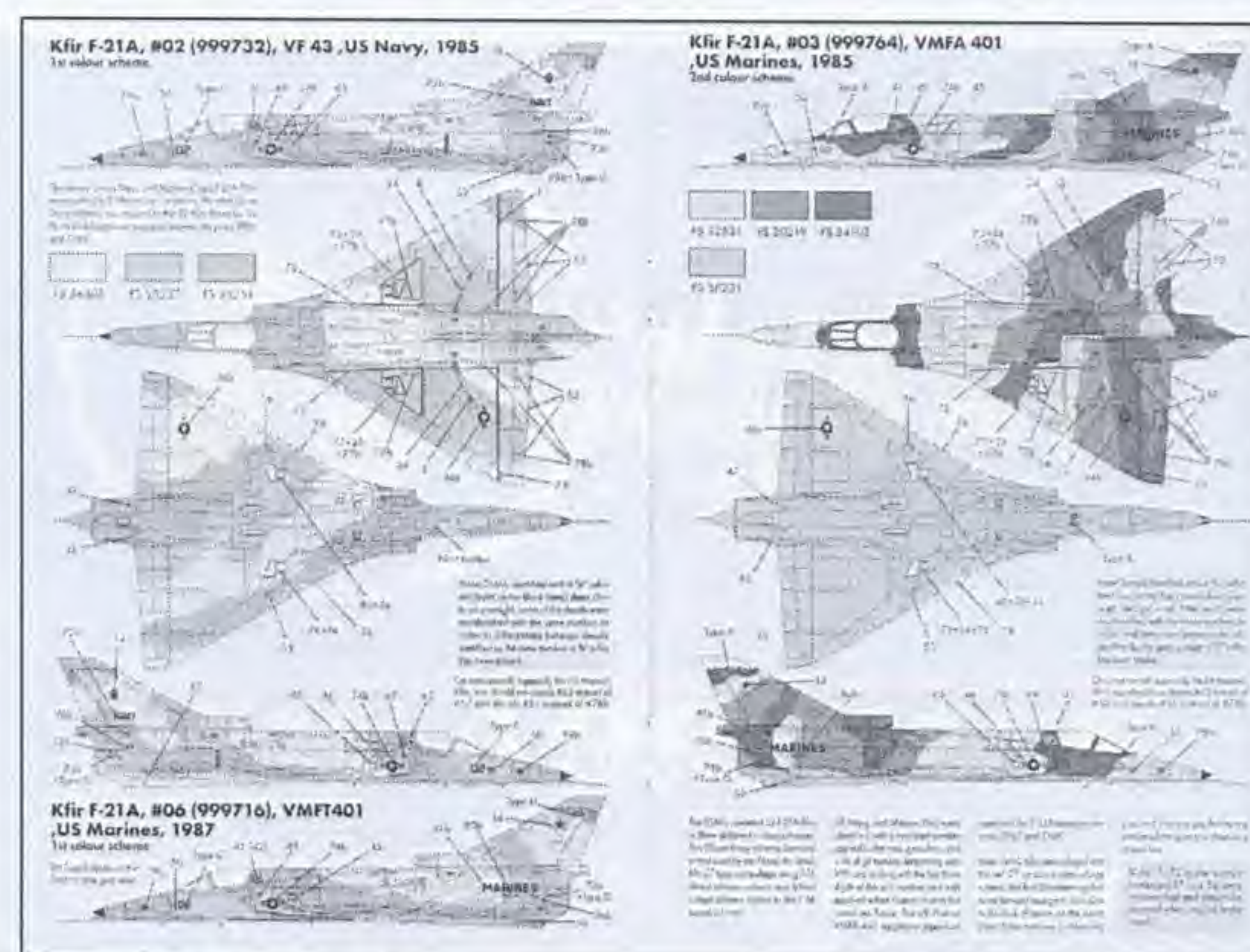


The eight decal sheets in IAF-12

stencils and the remaining two offer the main markings in both scales.

IAF-14 IAI Kfir

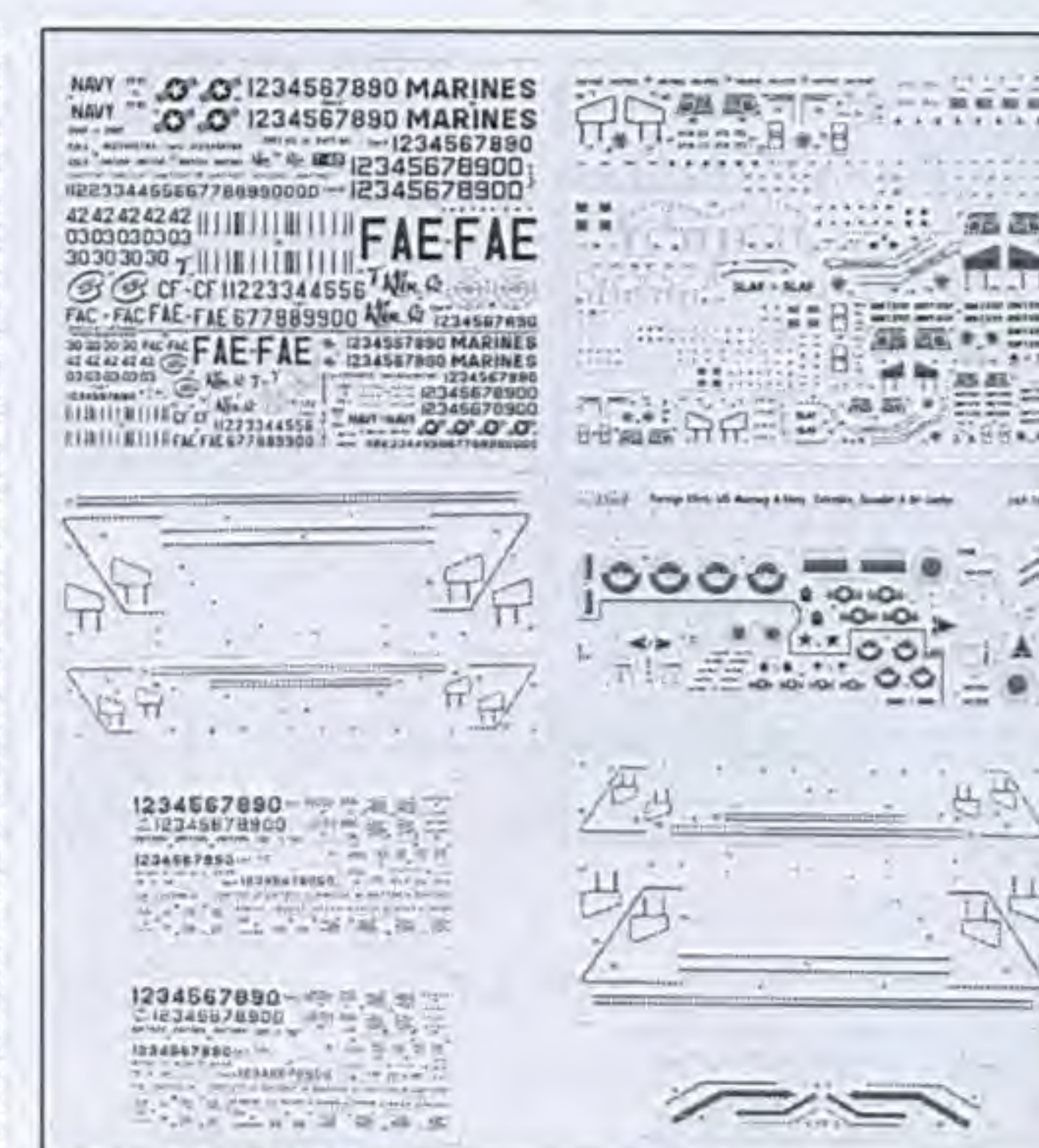
1. Kfir C.2, No.CF 716, Sri Lanka Air Force, 10th Fighter Sqn, 1999.
2. Kfir C.2, No.FAE 905, Ecuador Air Force, 2113th Squadron, 1998.
3. Kfir TC.2, No.FAE 931, Ecuador Air Force, 2113th Squadron, 1998.
4. Kfir C.2, No.FAC 3045, Colombian Air



Four of the options on IAF-14

- Force, 213th Squadron, 1999.
5. Kfir C.2, No.FAC 3042, Colombian Air Force, 213th Squadron, 1989.
6. Kfir TC.2, No.FAC 3003, Colombian Air Force, 213th Squadron, 1989.
7. Kfir F-21A, No.02 (999732), VF-43, US Navy, 1985.
8. Kfir F-21A, No.06 (999716), VMFT-401, US Marines, 1987.

9. Kfir F-21A, No.03 (999764), VMFA-401, US Marines, 1985.
 10. Kfir F-21A, No.01 (999731), VMFA-401, US Marines, 1985.
- Once again this set offers eight decal sheets. Two of these offer the main markings for each option in both scales, while another is for the black serial numbers and the remaining five are for the red stencils.



The eight decal sheets from IAF-14

Conclusion

As with all IsraDecal products, you are getting a lot of options for your money, and in both scales as well! The decal instruction booklets with each set offer a wealth of information and all of the colours are listed by FS reference number, but not a name. This is OK if you have an FS cross-reference guide, but if not... The decals themselves are excellent, with perfect registration and colour density and each of these sets can be highly recommended to all.

Our thanks to IsraDecals for the review samples.

Tally Ho!

1/72nd Scale

72 005 Actung Stuka!

1. Junkers Ju 87R-2 Trop, T6+CP of 6./Stg 2 based at Tmini, Libya in July 1941. This machine is RLM 79 with blotches of RLM 80 over RLM 78. A well known aircraft, this carries a red and white snake all the way down each fuselage side.
2. Junkers Ju 87D of 207a Squadriglia, 121° Gruppo, Sardina, 1943. This is RLM 70/71 in a splinter pattern over RLM 65. A white fuselage band is applied and the tip of the spinner is red.

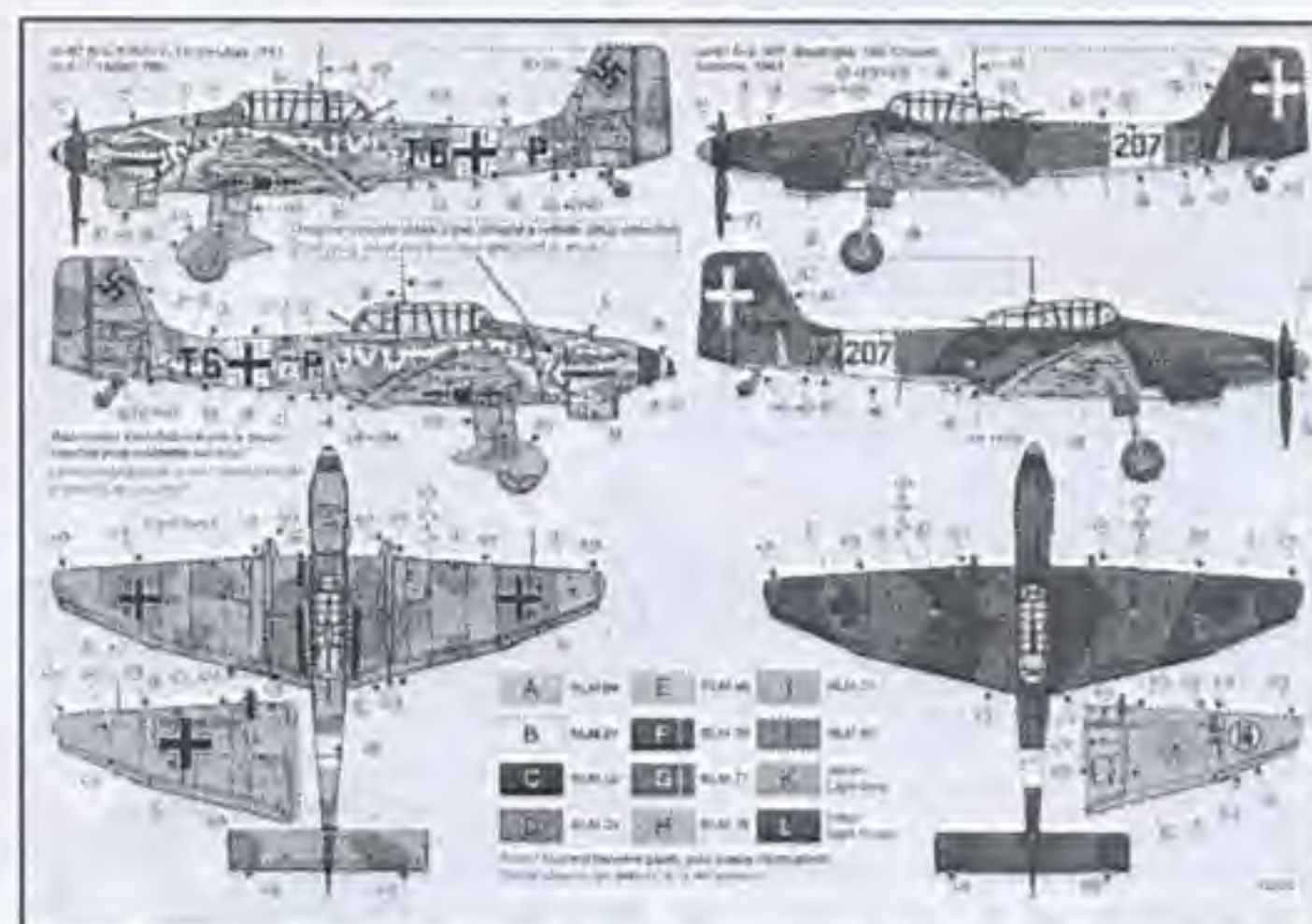
This sheet includes all the unique and national insignia for each option, along with one complete set of stencils.

1/48th Scale

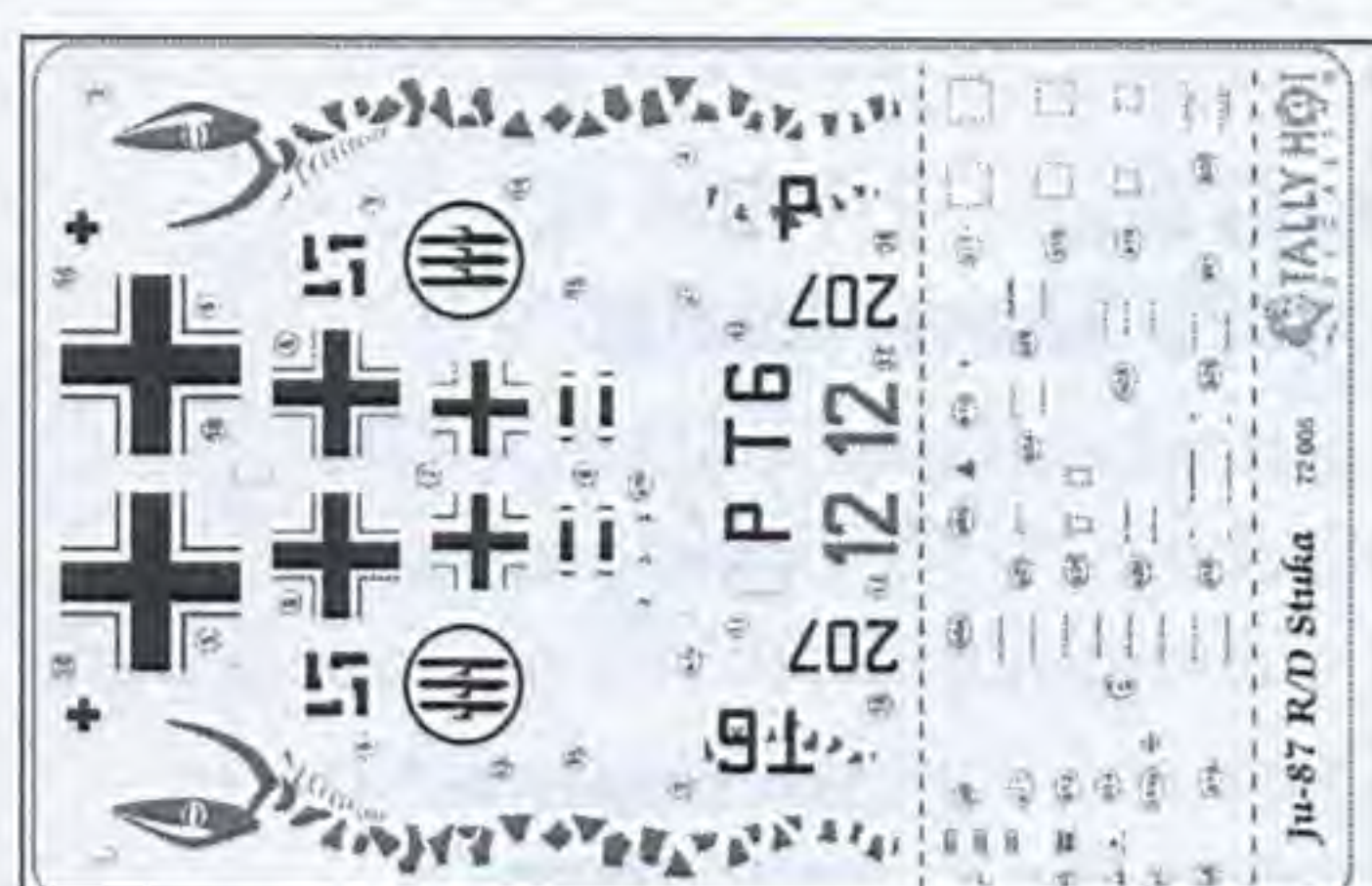
48 003 Actung Stuka!

1. Junkers Ju 87R-2 Trop, T6+CP of 6./Stg 2 based at Tmini, Libya in July 1941.
2. Junkers Ju 87D of 207a Squadriglia, 121° Gruppo, Sardina, 1943.

Once again all the unique and national insignia for each option are included, although in the larger scale this results in the need for two decal sheets. One set of stencils is also provided.



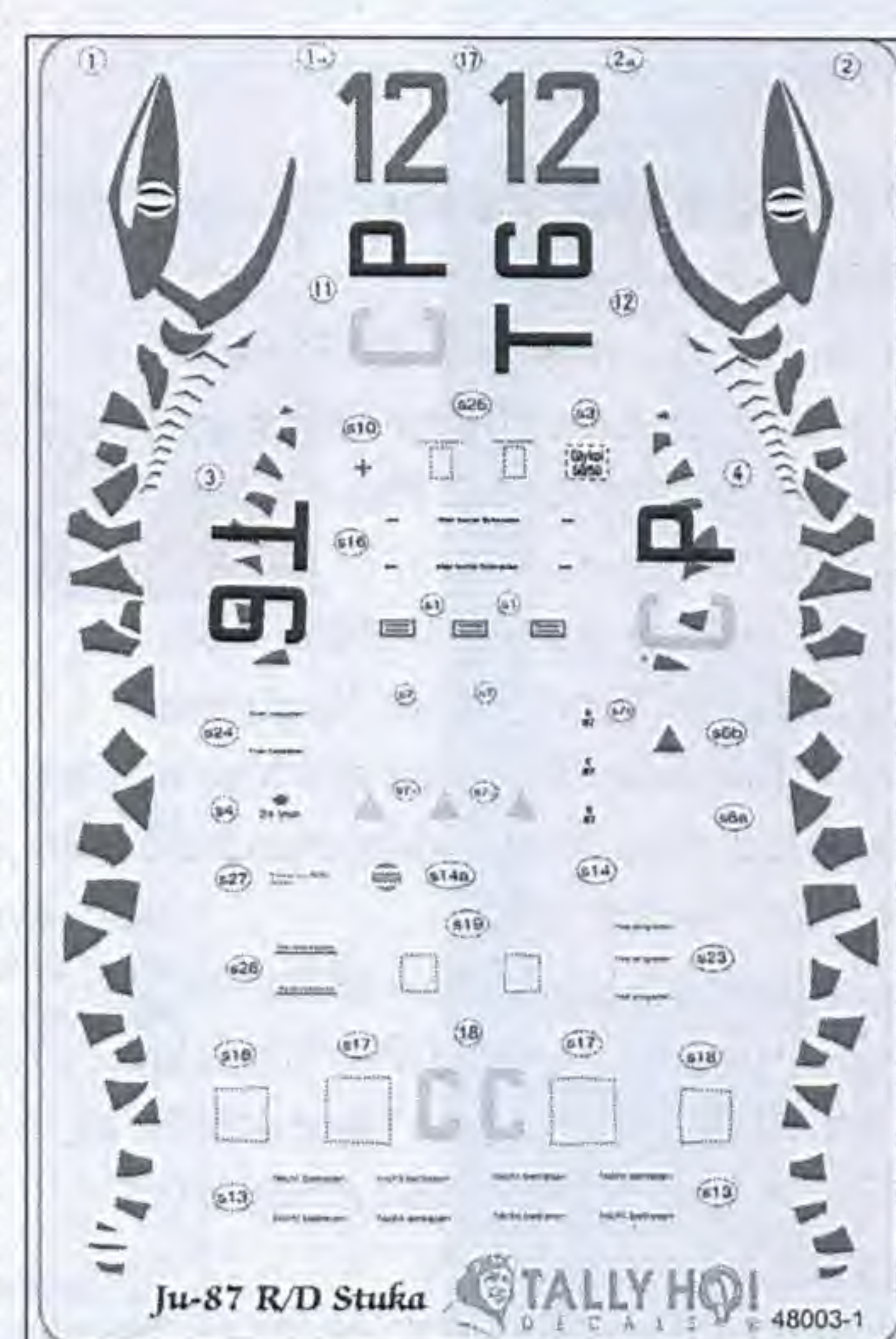
The two options on 72 005



The decal sheet from 72 005

Conclusion

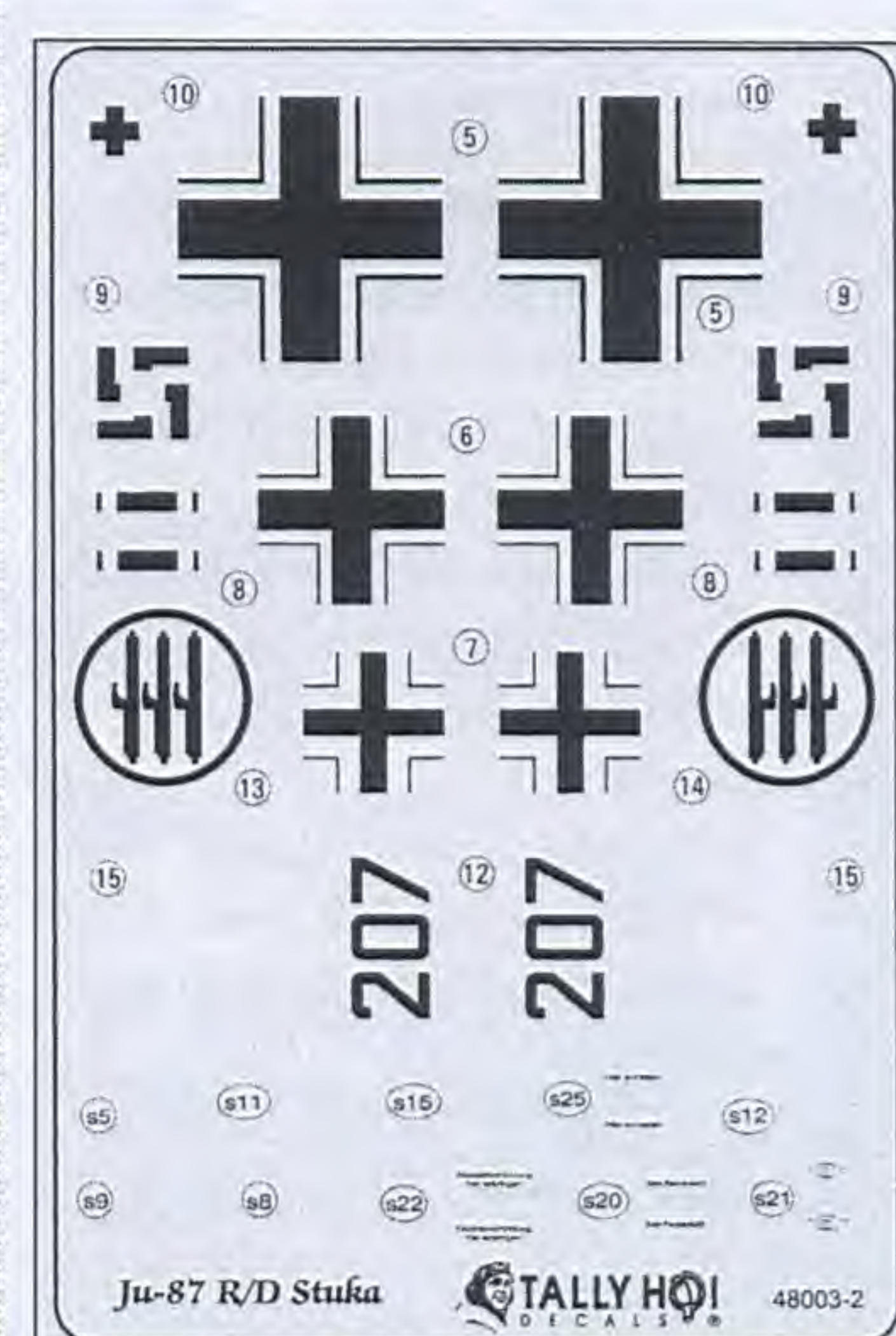
Another good set of releases from Tally Ho! The choice of subject is not inspired, as they have been done before, but it is good to have high quality modern sheets like these to



The two decal sheets in 48 003

work from. Each sheet is recommended to all Luftwaffe fans.

Our thanks to Tally Ho! for the review samples.



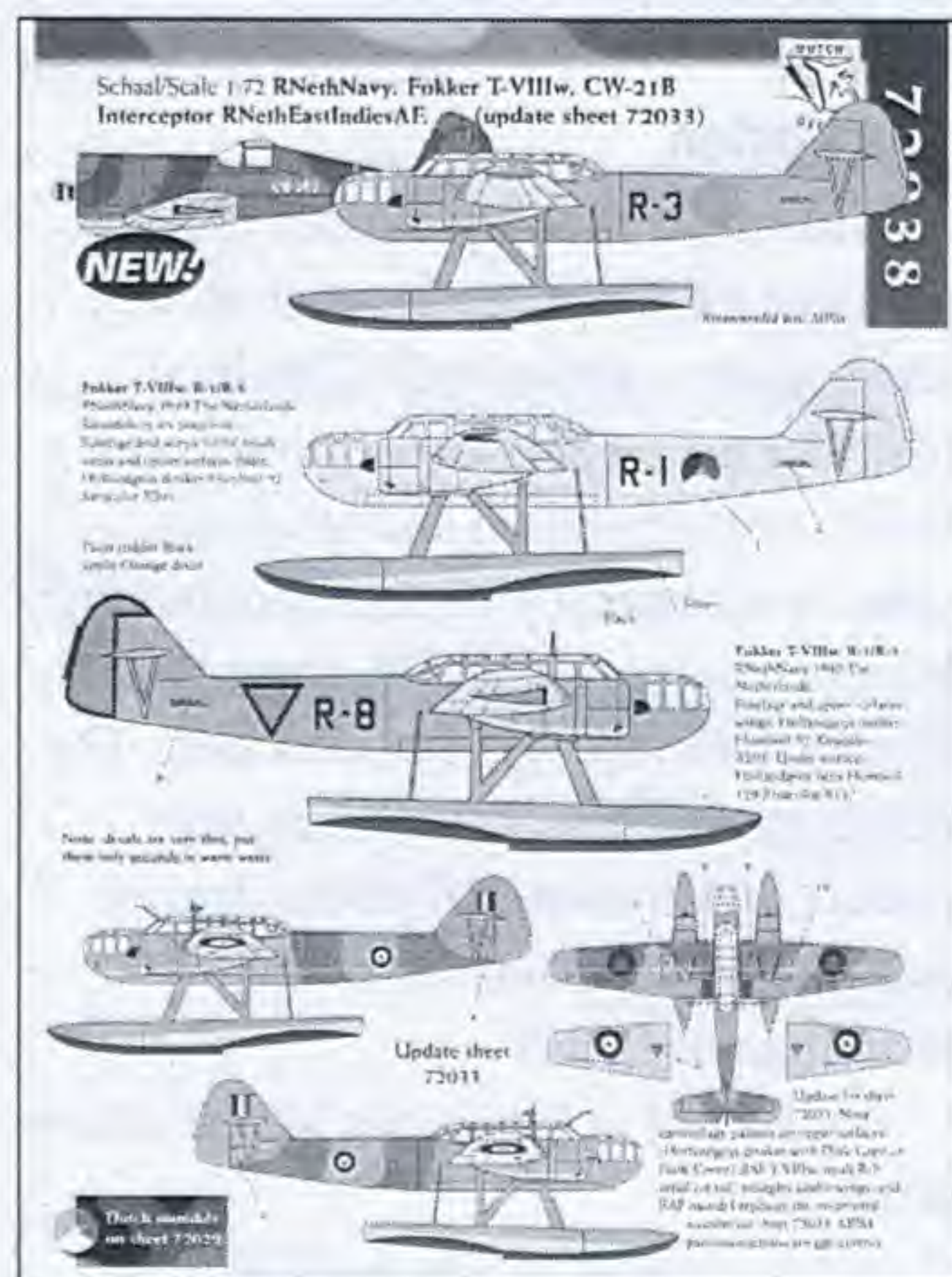
Dutch Decals

1/72nd Scale

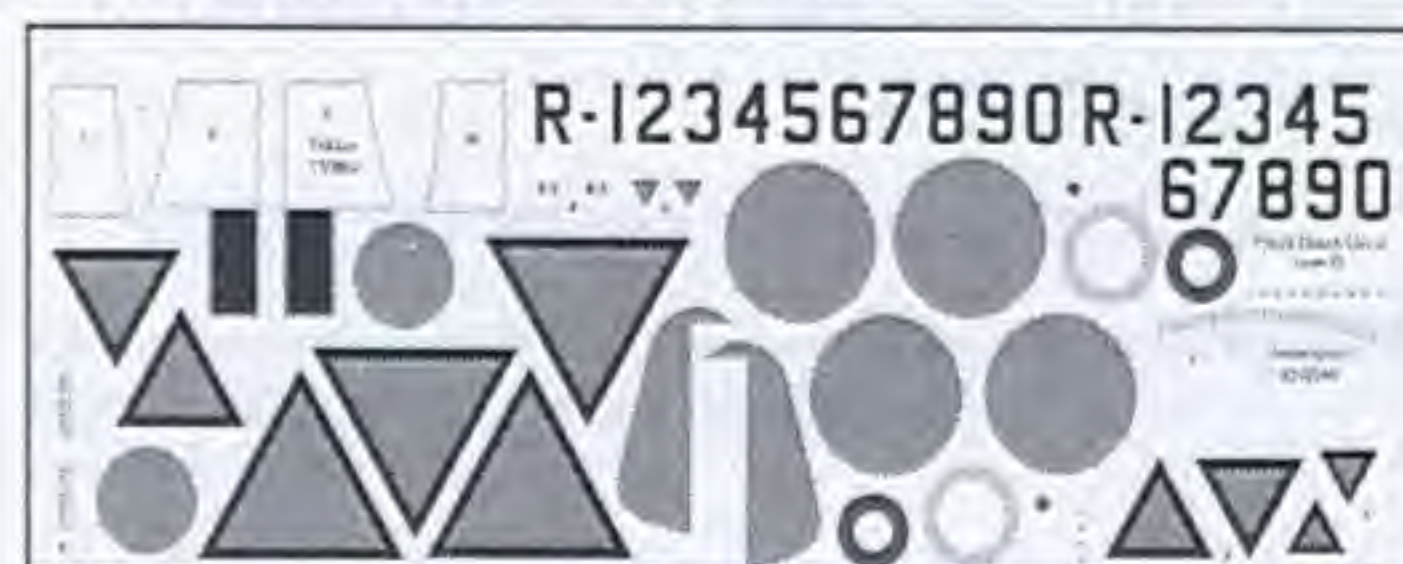
72038 Fokker T-VIIIw and CW-21B

- 1. Fokker T-VIIIw, R-1, RNethNavy, 1939. This machine is silver overall with black float, but can also be finished in a 1940 scheme of Matt Iron Grey (Humbrol 92/Xtracolor X201) over Gull Grey (Humbrol 129/Xtracolor X137)
- 2. Fokker T-VIIIw, R-8, RNethNavy, 1939. This machine is in the same scheme as the previous option and can also be finished in the 1940 scheme as well.
- 3. Fokker T-VIIIw, R-3, RNethNavy, 1939. This one is in the '1940' scheme applied to the last two options, but it was the only T-VIIIw to carry the orange roundels in six positions.
- 4. Curtiss Wright CW-21B, CW-363, 2+VI.G.IV, RNethEastIndiesAF, Derde Patrouille, Madioen Maospati, 1941-42. This machine was Dark Green and Olive Drab over Silver

The sheet also contains an update for sheet 72033, in the form of a revision to the RAF operated Fokker T-VIIIw offered on that sheet. No roundels are included on this sheet, so they have to be obtained from 72029.



Two of the T-VIIIw options, and the revised RAF one, that are offered on 72038



72038

72039. F-86K & Hawker Hunter

- 1. N.A. F-86K, Q-293, RNethAF, 700 Squadron, VLB Twenthe, 1964. This machine is bare metal with an Olive Drab (OD) anti-dazzle panel.
- 2. N.A. F-86K, Q-283, RNethAF, 700 Squadron, VLB Twenthe, 1964. This is also bare metal with an Olive Drab (OD) anti-dazzle panel.
- 3. N.A. F-86K, Q-337, RNethAF, 702 Squadron, VLB Twenthe, 1960. Another bare metal example with an Olive Drab (OD) anti-dazzle panel.
- 4. N.A. F-86K, Q-273, RNethAF, 700 Squadron, VLB Twenthe, 1964. This machine is bare metal over Gloss Black with an Olive Drab (OD) anti-dazzle panel.
- 5. N.A. F-86K, Q-875 (6A-18), RNethAF,

700 Squadron, VLB Soesterberg, 1955-6. This aircraft is once again bare metal with an Olive Drab (OD) anti-dazzle panel.

- 6. N.A. F-86K, Q-239 (ZX-15), RNethAF, 702 Squadron, VLB Twenthe, 1955-6. Another bare metal and Olive Drab machine.
- 7. N.A. F-86K, Q-238 (Y7-2), RNethAF, 501 Squadron, VLB Soesterberg, 1955-6. Just to break the boredom, this is bare metal with an Olive Drab (OD) anti-dazzle panel!
- 8. N.A. F-86K, Q-2865 (6A-18), RNethAF, 701 Squadron, VLB Soesterberg, 1964. This machine is (finally!) bare metal with an Olive Drab (OD) anti-dazzle panel.
- 9. Hawker Hunter F Mk 4, N-156, RNethAF, No. 322 Squadron, VLB Leeuwarden, 1958. This one is Dark Green and Dark Sea Grey over silver.

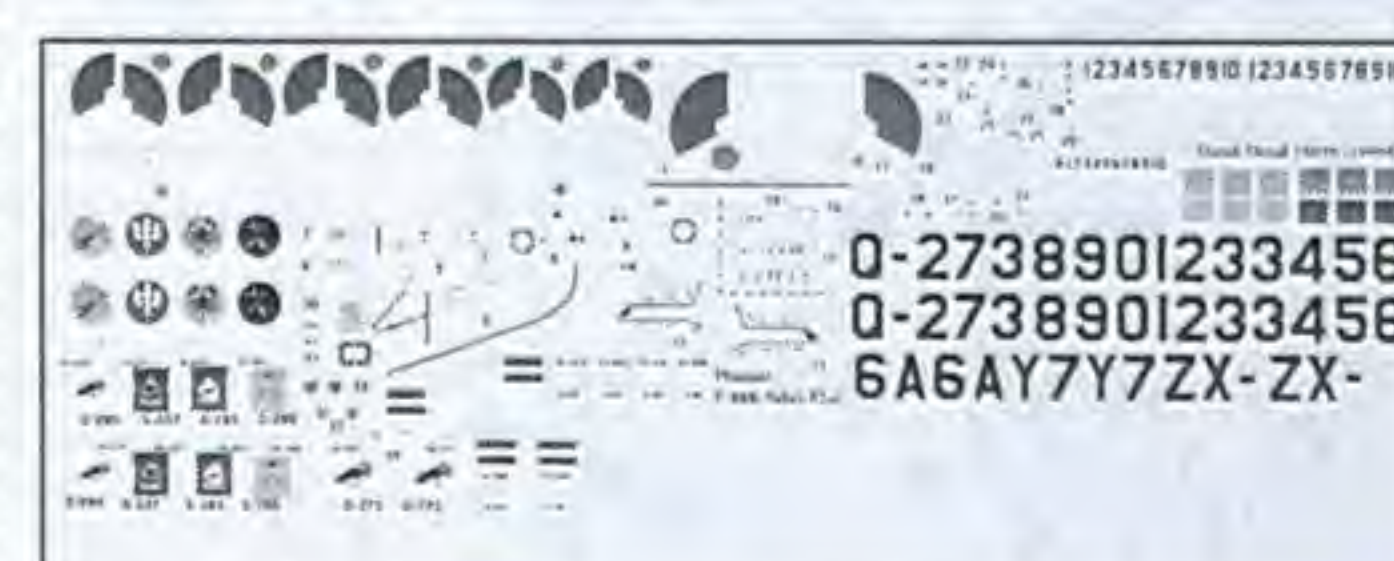
- 10. Hawker Hunter F Mk 4, N-115, RNethAF, No. 324 Sqn, VLB Leeuwarden/Twenthe, 1956-8. Once again this aircraft is in the same scheme as the previous option.
- 11. Hawker Hunter F Mk 4, N-178, RNethAF, No. 323 Sqn, VLB Leeuwarden, 1957-8. This machine is in the same scheme as option nine.
- 12. Hawker Hunter F Mk 4, N-132, RNethAF, No. 325 Sqn, VLB Soesterberg, 1955-8. This is in the same scheme as option nine.
- 13. Hawker Hunter F Mk 4, N-123, RNethAF, No. 326 Sqn, VLB Soesterberg, 1958-60. This machine is in the same scheme as option nine.
- 14. Hawker Hunter F Mk 4, N-176, RNethAF, No. 323 Sqn, VLB Leeuwarden, 1961. This aircraft is in the same scheme as option nine.
- 15. Hawker Hunter F Mk 6, N-283, RNethAF, No. 324 Sqn, VLB Leeuwarden, 1964. This machine is in the same scheme as option nine.
- 16. Hawker Hunter F Mk 64, N-202, RNethAF, No. 325 Sqn, VLB Soesterberg, 1968. This one is in the same scheme as option nine.
- 17. Hawker Hunter F Mk 64, N-213, RNethAF, No. 326 Sqn, VLB Soesterberg, 1964. This is in the same scheme as option nine.
- 18. Hawker Hunter T Mk 7, N-320, RNethAF, No. 323 Sqn, VLB Leeuwarden, 1963. This machine is in the same scheme as option nine and was the only two-seat trainer Hunter operated by the RNethAF.

72040 Bō-105, Harvard IIB and Tiger Moth

- 1. Bolkōw Bō-105C, B37-48/B63-80, 298/299 Sqn, Groep Lichte Vliegtuigen GpLV, RNethAF, 1975-9. This is Green overall.
- 2. Bolkōw Bō-105CB, B37-48/B63-80, 298/299 Sqn, Groep Lichte Vliegtuigen GpLV, RNethAF, 1982. This machine is Green and black overall with white exercise crosses on each fuselage side.
- 3. Bolkōw Bō-105CB, B37-48/B63-80, 299 Sqn, Groep Helikopters GPH, RNethAF, 1991-3. This one is in the same scheme as the previous example, but carries 'IFOR' legends in four locations.
- 4. Bolkōw Bō-105CB, B37-39-40-41-78, GPH, RNethAF, 1991. This aircraft is white



Eight of the Hunter options offered on 72039



72039

overall and carries UN markings for operations over Yugoslavia.

- 5. Harvard IIB, FT212, LSK, VLB Gilze Tijen, 1947. This machine is Identification Yellow overall with a black anti-dazzle panel.
- 6. Tiger Moth, PG685, LSK, VLB Woensdrecht, 1946-8. Once again this machine is Identification Yellow overall.
- 7. Harvard IIB, FT233, L-3, RNethNavy, VLB Valkenberg. This is (faded) Extra Dark Sea Grey overall.
- 8. Harvard IIB, FS830, LSK, VLB Gilze Rijen, 1947. This one is in Identification Yellow overall with a red engine cowling.



The Harvard and Tiger Moth options on 72040



72040

1/48th Scale

48023 Hawker Hunter

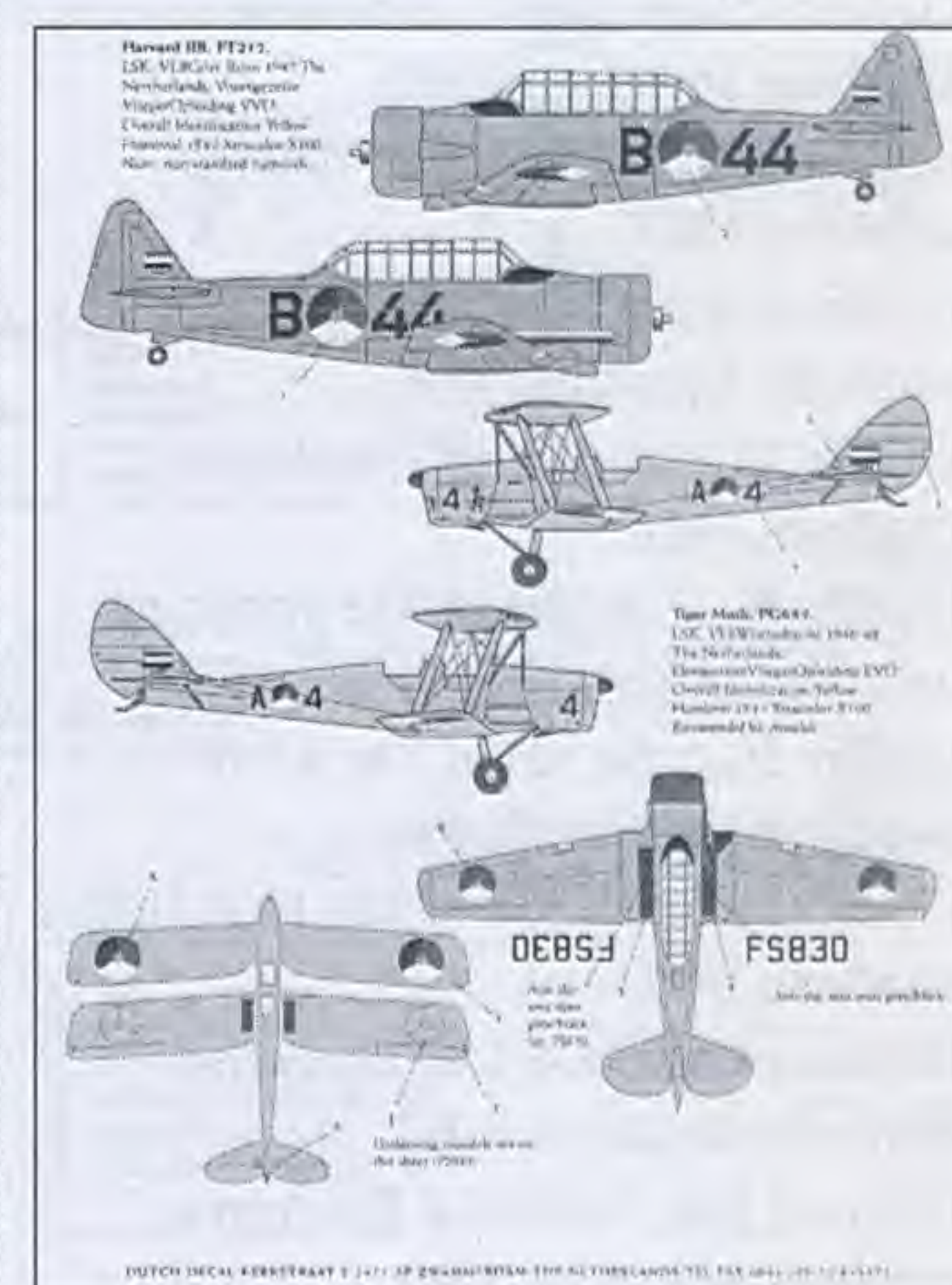
- 1. Hawker Hunter F Mk 4, N-178, RNethAF, No.323 Squadron, VLB Leeuwarden, 1957-8. This machine is Dark Green and Dark Sea Grey over silver or (later) Light Aircraft Grey.
- 2. Hawker Hunter F Mk 4, N-115, RNethAF,



Nine of the Hunter options offered on 48023



48023



One of the Harvard and Tiger Moth options on 48024



48024

No.324 Squadron, VLB Leeuwarden/Twenthe, 1956-8. This machine is in the same scheme as the previous example.

- 3. Hawker Hunter F Mk 4, N-132 (4R-20), RNethAF, No.325 Squadron, VLB Soesterberg, 1955-8. This machine is in the same scheme as the first option.
- 4. Hawker Hunter F Mk 4, N-123 (9I-24), RNethAF, No.326 Squadron, VLB Soesterberg, 1958-60. This is in the same scheme as option one.
- 5. Hawker Hunter F Mk 4, N-164 (7E-10), RNethAF, No.327 Squadron, VLB Soesterberg, 1957-8. This aircraft is in the same scheme as option one.
- 6. Hawker Hunter F Mk 4, N-176, RNethAF, No.323 Squadron, VLB Leeuwarden, 1961. This machine is in the same scheme as option one.
- 7. Hawker Hunter F Mk 6, N-283, RNethAF, No.324 Squadron, VLB Leeuwarden, 1964, in the same scheme as option one.
- 8. Hawker Hunter F Mk 6, N-202, RNethAF, No.325 Squadron, VLB Soesterberg, 1968.

This machine is in the same scheme as option one.

•9. Hawker Hunter F Mk 4, N-156 (91-24), RNethAF, No.322 Squadron, VLB Leeuwarden, 1958. This machine is in the same scheme as option one.

•10. Hawker Hunter T Mk 7, N-307, RNethAF. This machine is silver overall with a Matt Black anti-dazzle panel and Fluorescent Red bands around the nose, fuselage and wing tips.

•11. Hawker Hunter T Mk 7, N-320, RNethAF, No.323 Squadron, VLB Leeuwarden, 1963. This aircraft is in the same scheme as option one.

48024 Harvard & Tiger Moth

•1. Harvard IIB, FT233, L-3, RNethNavy, VLB Valkenberg, in (faded) Extra Dark Sea Grey overall.

•2. Harvard IIB, FS830, LSK, VLB Gilze Rijen, 1947, in Identification Yellow overall with a red engine cowl.

•3. Harvard IIB, FT212, LSK, VLB Gilze Tijen, 1947, also in Identification Yellow overall but with a black anti-dazzle panel.

•4. Tiger Moth, PG685, LSK, VLB Woensdrecht, 1946-8. Once again this machine is Identification Yellow overall.

Conclusion

All of these sheets are up to Dutch Decals high standard, and although not all of the sheets include the Dutch roundels required, there is note of the sheet within the range that offers those roundels you are missing. Each image is well printed, with good registration and excellent colour density. Each of these sheets will retail for £4.99 in the UK.

Our thanks to Dutch Decals for the review samples. UK examples can be obtained from Hannants, Aeroclub and ED Models.

Skyline Decals & Astra Decals

As both of these ranges are produced by Daco, I thought that they should be reviewed together.

1/144th Scale

SKY144-36 Boeing 737-300

•1. Boeing 737-300, N952WP, Western Pacific. This machine carries a very colourful yellow and blue scheme with a large eagle picture on each side of the rear fuselage.

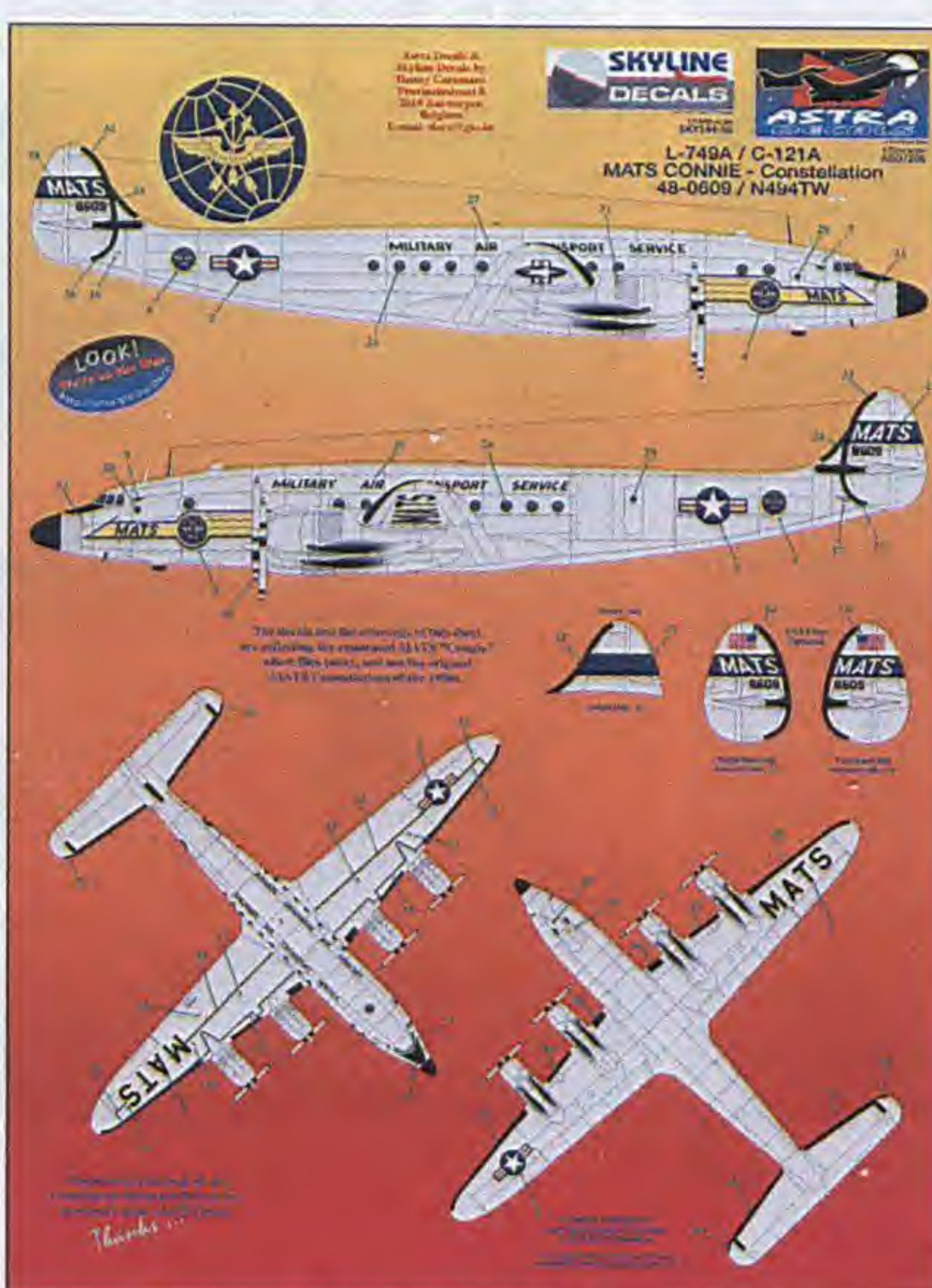
The decal for the eagle is done separately, simply due to the complexity and number of colours required for it, while all other markings etc are carried on the second sheet. Colour density and registration are spot on, and this option can also be obtained in 1/200th scale as SKY200-36.

1/72nd Scale

ASD7206 Lockheed Constellation



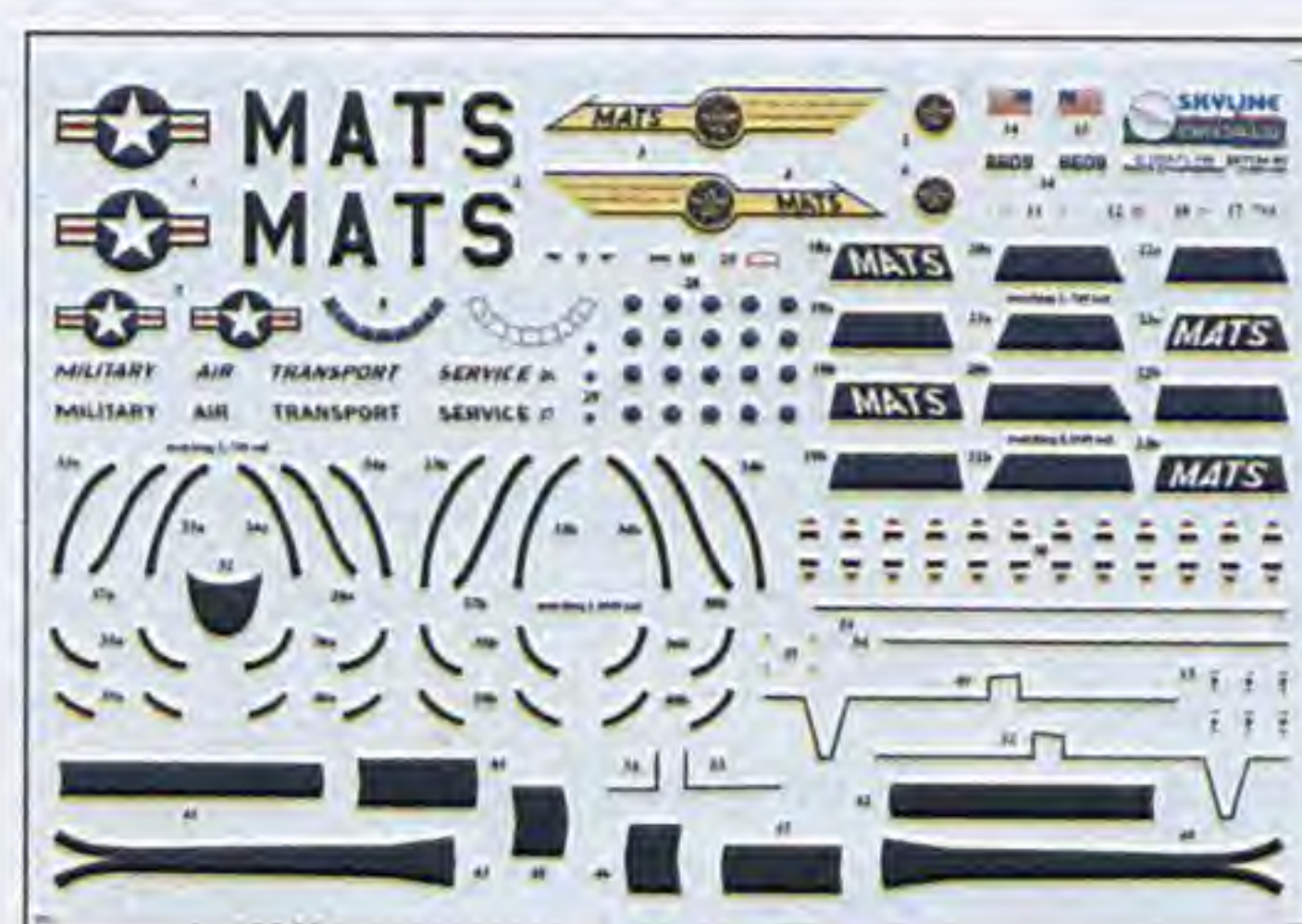
The extremely colourful option offered on SKY144-36



The MATS Connie offered on ASD7206



The two decal sheets from SKY144-36



The decal sheet from ASD7206



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AeroMaster Products

Two special booklet and decal sheet sets have recently been released by AeroMaster, both of them dealing with the 405th Fighter Group.

1/48th Scale

SP 48-11 The 405th F.G. in Colour Part 1

- 1. P-47D-26-RA, 42-28382, 'Whoooo...' of the 509th Fighter Squadron (FS), 405th Fighter Group (FG), flown by Lt. J.R. Hopkins. This machine is Olive Drab (OD) over Neutral Grey (NG) with a red cowl.
- 2. P-47D-30-RA, 44-33415, 'Little Joe II' of the 509th FG, 405th FG, flown by Lt. Joe O'Neil. This aircraft is Natural Metal overall with an OD anti-dazzle panel on the upper nose decking and the engine cowl, aft upper fuselage spine, vertical tail band and canopy framing all in red.
- 3. P-47D-30-RE, 44-20535, 'Wham Bam IV' of the 509th FS, 405th FG, flown by Capt. Warren S. Woirlos. This machine is in the same scheme as the previous option, although it has invasion stripes around the lower, aft fuselage.
- 4. P-47D-30-RA, 44-33813, 'Balls Out' of the 509th FS, 405th FG, flown by Lt. Milt Thompson. Once again the same scheme as the previous option applies, although no invasion stripes are carried this time, but the wing tips are red.
- 5. P-47D-30-RE, 44-20569, 'Squirt' of the 510th FS, 405th FG, flown by Lt. Richard H. Parker. This aircraft is in a natural metal scheme with an OD anti-dazzle panel. The cowl, canopy framing and vertical fin band are all in Dark Blue.
- 6. P-47D-25-RE, 42-27313, 'The Touch of Texas' of the 510th FS, 405th FG, flown by Capt. Charles Mohrle. This machine is in the same scheme as the previous example,

although the Dark Blue areas on this one are Black, and invasion stripes are applied to the aft, lower fuselage and around the wings.

- 7. P-47D-20-RE, 42-76553, 'The Bug' of the 510th FS, 405th FG, flown by Lt. Arlie Blood. This aircraft is OD over NG with a white cowl and vertical fin band.
- 8. P-47D-22-RE, 42-25718, 'Little Lulu' of the 510th FS, 405th FG, flown by Lt. Col. Bruce Parcell. This machine is natural metal overall with an OD anti-dazzle panel. The cowl and vertical fin band are Dark Blue and invasion stripes are applied around each wing and the rear fuselage.



The ten options on SP 48-11

- 9. P-47D-28-RA, 42-28445, 'Chowhound' of the 509th FS, 405th FG, flown by Capt. Richard 'Blackie' Blackburn. This aircraft is once again Natural Metal overall, but it has a Black anti-dazzle panel. It has a red cowl, canopy framing and vertical fin band, plus invasion



- stripes on the lower, aft fuselage and around each wing.
- 10. P-47D-30-RE, 44-20535, 'Jink' of the 509th FS, 405th FG, flown by Lt. Whitehead. Once again this machine is Natural Metal with an OD anti-dazzle panel and it has the cowl, canopy framing and vertical fin band in red.



SP 48-12 The 405th FG in Colour Part 2

- 1. P-47D-26-RA, 42-28354, 'The Mole' of the 509th FS, 405th FG, flown by Lt. Michael Titre. This machine is Natural Metal with an OD anti-dazzle panel and it has the cowl, canopy framing and vertical fin band in red.



The eight options on SP 48-12



DecalNewsDecalNewsDecalNewsDecalNewsDecalNewsDecalNews

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear in a future edition.

EagleCals

1/72nd & 1/48th Scale

Available in either scale are two new sheets from Eagle Editions' 'EagleCal' range. The first, EC#15, features four new

Messerschmitt Bf 109K-4 schemes. The instructions are in full colour and include rare wartime colour pictures of 'White 8', one of the options on the sheet.

The other sheet, EC#16, deals with the Bf 109G-10 and offers four options; 'Yellow 5' of 10./JG 51, 'White 3' of I./JG 52, 'Blue 22' of II./JG 52 and 'Black <3' of Stab II./JG 52. Full colour instructions are again included, along

with rare wartime colour photos of 'White 3'. The instructions also explain the Type 110 cowl modifications made to the G-10 series.

Each sheet retails for \$9.00.

Experts-Choice

1/48th Scale

The latest sheet from Bare-Metal Foil's

'Expert Choice' range is sheet 48-54 which offers markings for F-16Cs. The sheet offers six options, four from the New Mexico ANG, and two from the New York ANG.

Fox One Decals

1/48th Scale

A new sheet, 48-005, has just been released by this company which deals

- 2. P-47D-16-RE, 42-76076, 'Touch of Texas' of the 510th FS, 405th FG, flown by Lt. Mohrle. This is the earlier version of 'Touch of Texas' that we saw in Part 1 and is OD over NG with the cowlings and vertical fin band in white and invasion stripes under the aft, rear fuselage.
- 3. P-47D-28-RA, 42-28445, 'Chowhound' of the 509th FS, 405th FG, flown by Capt Robert 'Blackie' Blackburn. This is another version of the 'Chowhound' which is Natural Metal overall but has the cowlings, anti-dazzle panel and vertical fin band in black. The rear dorsal spine is OD and the canopy framing is red.
- 4. P-47D-28-RE, 42-19128, 'Honey Bucket Joe' of the 509th FS, 405th FG. This is Natural Metal with an OD anti-dazzle panel and it has the cowlings, canopy framing and vertical fin

band in red.

- 5. P-47D-30-RA, 44-32989 of the 509th FS, 405th FG, flown by Lt. Robert Whitehead. Once again this machine is Natural Metal with an OD anti-dazzle panel and it has the cowlings, canopy framing and vertical fin band in red.
- 6. P-47D-28+RA, 42-29170, 'Balls Out' of the 509th FS, 405th FG, flown by Lt. Milt Thompson. This is another version of 'Balls Out' from that shown in Part 1, and it is Natural Metal with an OD anti-dazzle panel and has the cowlings, canopy framing and vertical fin band in red.
- 7. P-47D-27-RE, 42-27210, 'Nemanie II' of the 509th FS, 405th FG, flown by Lt. Dan Eckes. This machine is once again Natural Metal with

an OD anti-dazzle panel and it has the cowlings, canopy framing, vertical fin band and wing tips in red.

- 8. P-47D-26-RA, 42-28370, 'Stinkey' of the 509th FS, 405th FG, flown by 1st Lt. Arthur J. Roehling. This machine is Natural Metal overall with an OD anti-dazzle panel and the cowlings, canopy framing and vertical fin band in red.

Each booklet offers a wealth of information on the squadrons and pilots, along with notes on the artwork applied to each machine. Details of invasion stripe style and placement are included, along with a complete list of stencils. Information about the type of propeller, and style and size of national insignia

carried by each of the options is also supplied, all of which are of great assistance to the modeller. Both sets offer 3 1/2 decal sheets, with sufficient national insignia for six aircraft. There are also four complete sets of stencils included.

Conclusion

A comprehensive and colourful collection of Thunderbolt options, and I am sure these sets will prove very popular with USAF fans. The depth of information in the booklets, coupled with the excellent decals make these sets, and we can highly recommend to all.

Our thanks to AeroMaster Products for the review samples.

Max Decals

1/144th Scale

4401 - Aer Lingus Commuter

- 1. SAAB 340B, Aer Lingus Commuter, 1992. This machine can be completed as any of the fleet's aircraft (EI-CFA, CFB, CFC or CFD)
- 2. Fokker 50. Once again this machine can be finished as any of the six aircraft operated by Aer Lingus (EI-FKA, FKB, FKC, FKE & FKF).
- 3. BAe 146-300. All five machines can be produced (EI-CLG, CLH, CLI, CLJ & CLY).
- 4. BAe 146-300. Three machines (EI-CSK, CSL & G-TBIC) operated by Aer Lingus Commuter can be modelled.
- 5. Shorts 330, EI-BEH, 1983.
- 6. Shorts 330, EI-BEH, 1983. This machine is white overall.
- 7. Shorts 360, 1986. Any of four (EI-BEK, BEL, BEM & BVM) can be modelled.

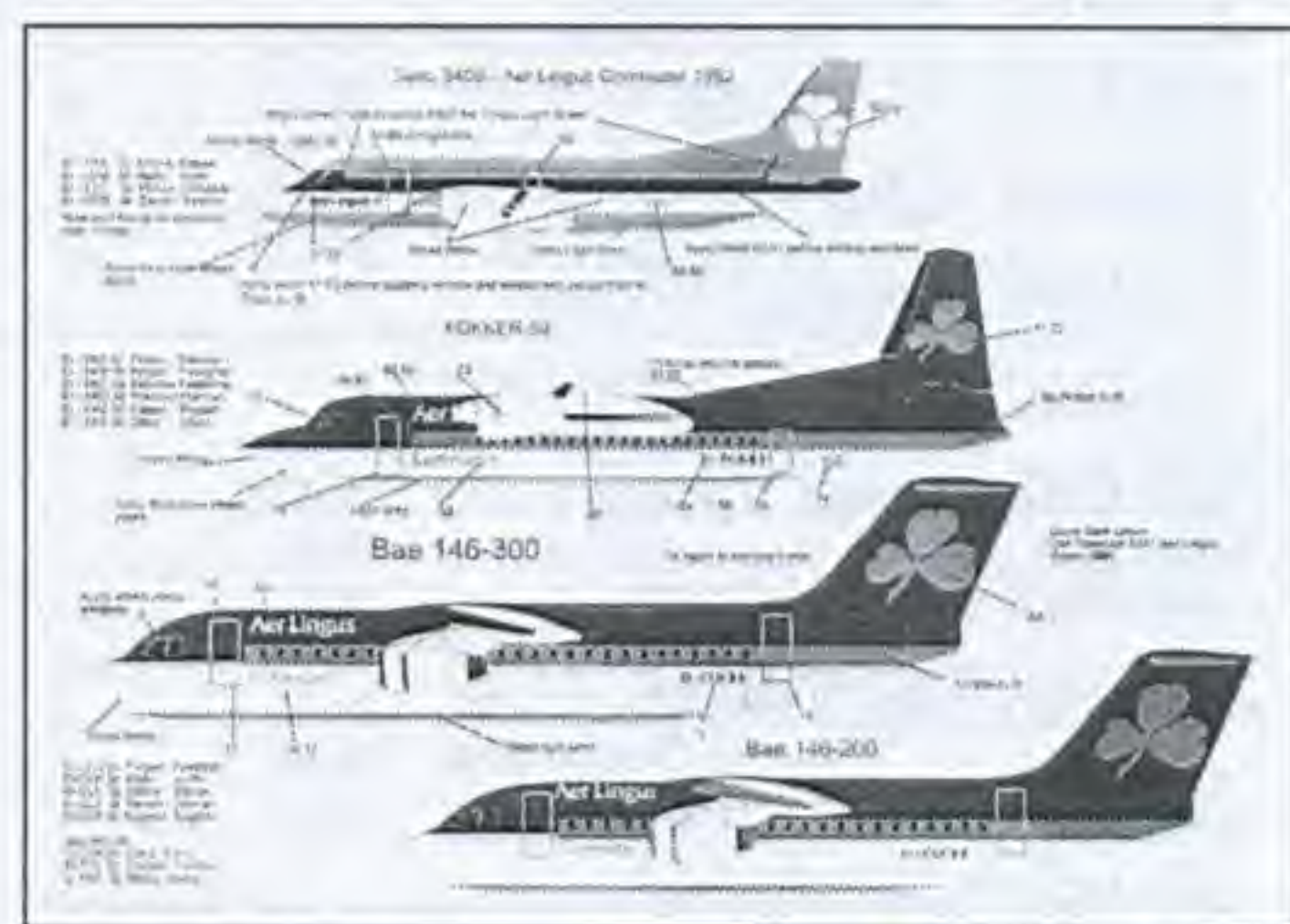
Each of these machines is Aer Lingus Light Green on white with either the Dark or Light Green and Blue cheatlines separating them.

Price: £6.50

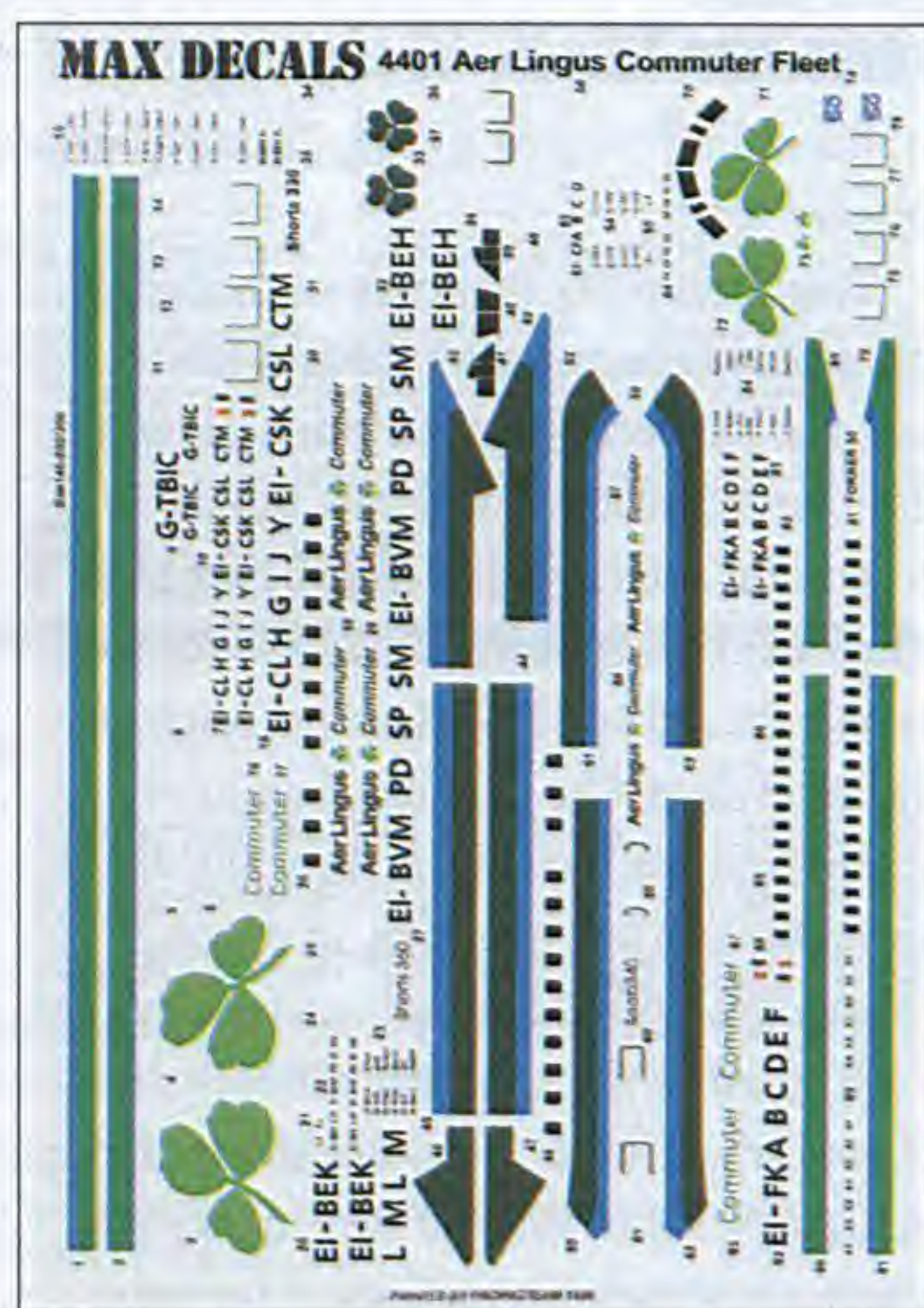
1/72nd Scale

7204 International Alouette IIIs (plus Irish Air Corps update)

- 1. Alouette III, 0737/3-H-115, Argentine Navy deployed to Persian Gulf, 1990.
- 2. Alouette III, 0643/4-H-23, Argentine Navy, October 1970.
- 3. Alouette III, A-350 of the Grasshoppers Display Team, RNethAF.
- 4. Alouette III, H-81, KLu SAR Flight, VLB Leeuwarden, 1995.
- 5. Alouette III, 9H-AAV, ex-Libyan, Malta, 1995.
- 6. Alouette III, 9H-ADA, ex-Netherlands Air



Four of the overall schemes offered on 4401



The decal sheet from 4401

- Force, Malta, 1995.
- 7. Alouette III, V-206 in high visibility finish to test fighter versus helicopter tactics, Switzerland, 1989.
- 8. Alouette III, V-282, Swiss A.F., 1989.
- 9. Alouette III, (IAR 316), Rumanian Air Force, March 1998.
- 10. Alouette III of INAS 331, Indian Navy, 1990.
- 11. Alouette III, 5412, No.84 Squadron 'The Dolphins', Pakistan Air Force.

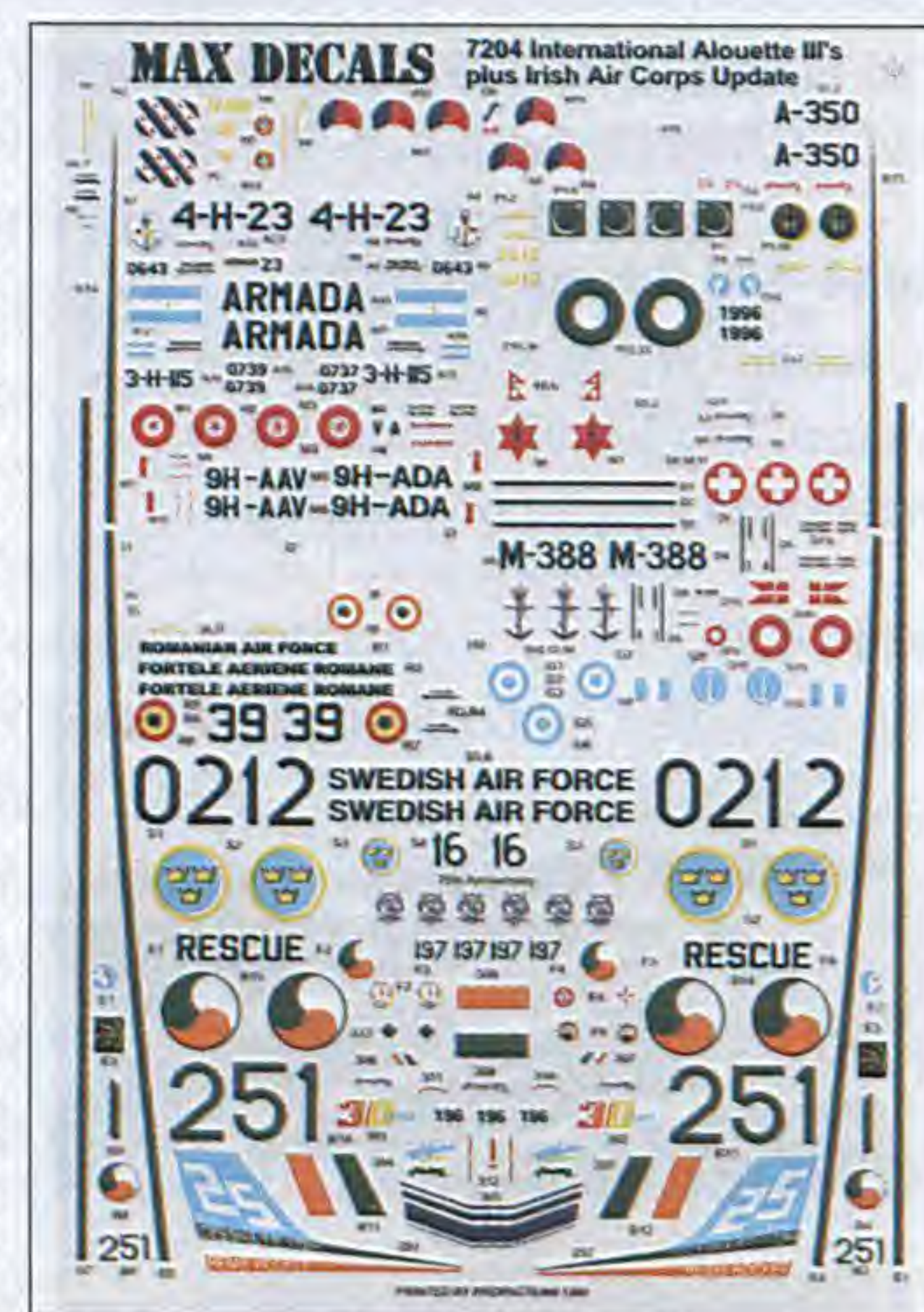


A selection of the options offered on 7204

- 12. Alouette III, 1996, Pakistan Air Force.
- 13. Alouette III, 2387, No. 333 Squadron, Pakistan Navy.
- 14. Alouette III, RAN-16, Royal Nepalese Air Force, Kathmandu.
- 15. Alouette III (with floats), M-388, Danish Naval Air Service, circa 1980.
- 16. Alouette III, 197, Irish Air Corps, circa 1970.
- 17. Alouette III, 196 in special markings to commemorate 30 years of IAC Alouette operations in 1993.
- 18. Alouette III, 212, IAC with 75th Anniversary markings, 1997.

This sheet also offers an update to the Irish Air Corps sheet 7201, and it includes the following.

- 1. Reims Cessna 172 Rocket, 203, specially marked to commemorate 25 years of operations by the type in 1997.
- 2. Dassault Dauphin, 244, IAC. The St Brendan badge and 75th Anniversary badge



The excellent decal sheet from 7204

- for the side doors are included.
- 3. DHC Chipmunk, 171. The large Basic Flying Training badge for the nose is included.
- 4. Gulfstream G.IV, 251, Irish Air Corps, 1997.
- 5. Gulfstream G.IV (Tp102), 021, Swedish Air Force, 1997. Both of these Gulfstream options are for use with the Broplan kit.

Conclusion

Each of these sheets is of excellent quality and even the smallest images, no matter how complex, are in register. The sheets only come with B&W instructions, but those wanting to see colour versions can access them on Max Decals web site at

<http://www.geocities.com/CapCanaveral/Launchpad/6787>.

Our thanks to Max Decals for the review samples. UK examples can be obtained from Hannants, Aeroclub and ED Models.

with the B-1B Lancer. The sheet offers markings for four machines, from the 9th, 37th, 28th and 127th Bomber Squadrons and the sheet retails for £7.99.

UK examples can be obtained from Hannants

InTech

1/72nd Scale

The latest booklet and decal set has just been released by InTech. The set is limited to just 800 copies worldwide and deals

with Polish Military helicopters. The twenty-four page booklet covers fifteen machines which include the Mil Mi-1, PZL MI-2T, PZL W-3RM, Bell 206B Jet Ranger, PZL W-3, Mil Mi-24D, Mil Mi-14PS, Mil Mi-4, Mil Mi-2T, Mil Mi-8, Mil Mi-14PL, PZL W-3W, PZL Mi-2Sz and Mil Mi-8S.

UK Examples can be obtained from The Turntable.

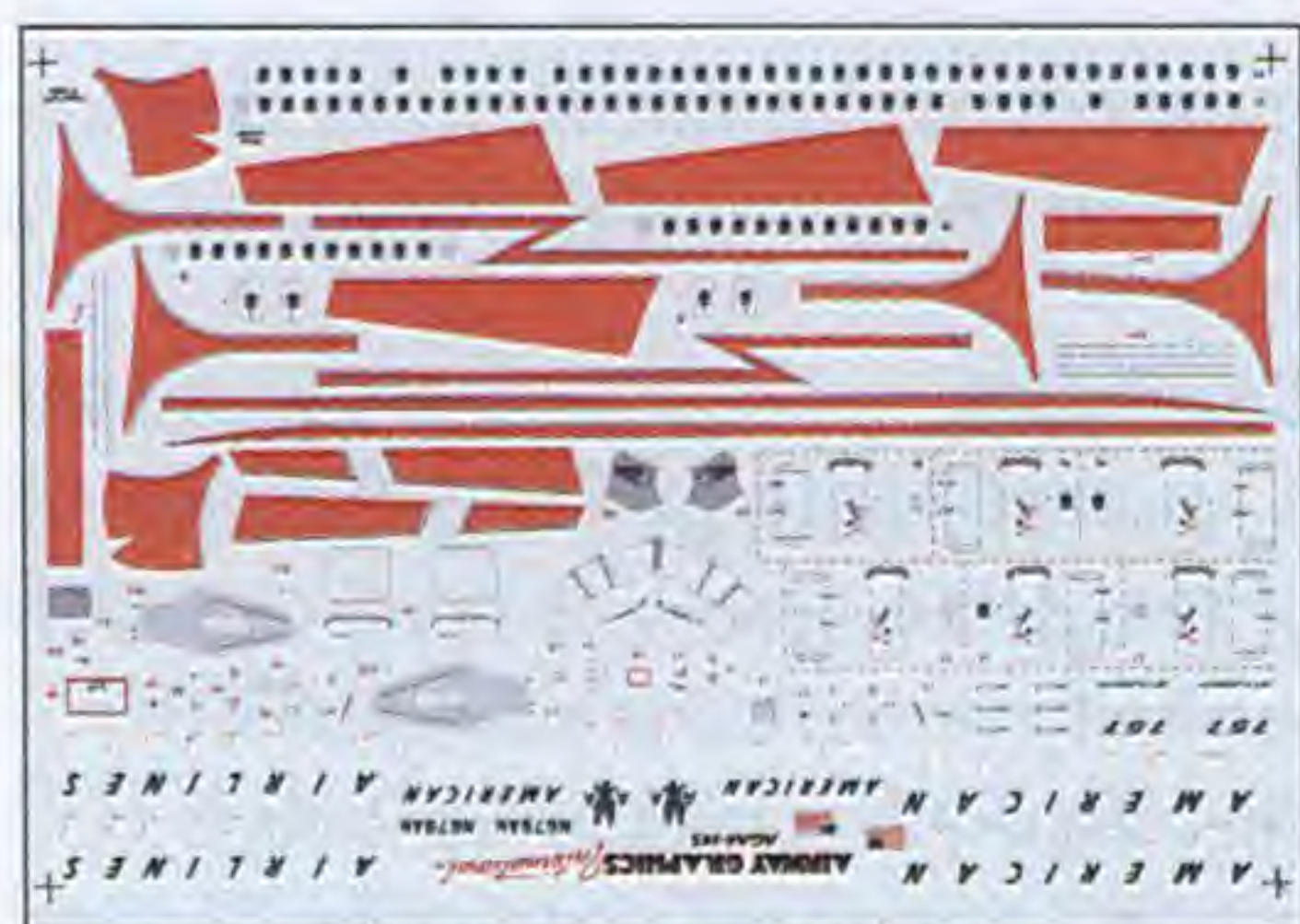
Custom Aeronautical Miniatures 1/32nd Scale.

Seven new sheets have just been released in this scale by this relatively new manufacturer. They include five sets for the F-14 and one each for the F/A-18 and F-4. The five Tomcat sheets offer markings for VF-1 Wolfpack/USS Enterprise (32067), VF-142 Ghostriders/USS America (32068), VF-143 Pukin Dogs/USS America (32071), VF-41 Black Aces/USS Nimitz (32073) and VF-101 Grim Reapers

(32078). The last one is for an F-14B, while the rest are F-14As. The F/A-18C sheet (32075) is for a VFA-195 Dambusters machine, while the F-4 sheet (32077) is for an RF-4C of VMFP-3 Eyes of the Corps.

Each of these sheets retails for £9.99 in the UK and examples can be obtained from Hannants.

Airway Graphics



The decal sheet from AGA4-145

1/144th Scale

AGA4-145 Boeing 757-200

• 1. Boeing 757-200, N679AN, American Airlines, 40th Anniversary non-stop Transcontinental jet service (1959-1999). This machine is Natural Metal overall with BAC 707 Grey fuselage.

AGA4-146 Boeing 757-200

• 1. Boeing 757-200, N519EA, Eastern Airlines. This aircraft is Natural Metal overall with BAC 707 Grey fuselage.

AGA4-G08

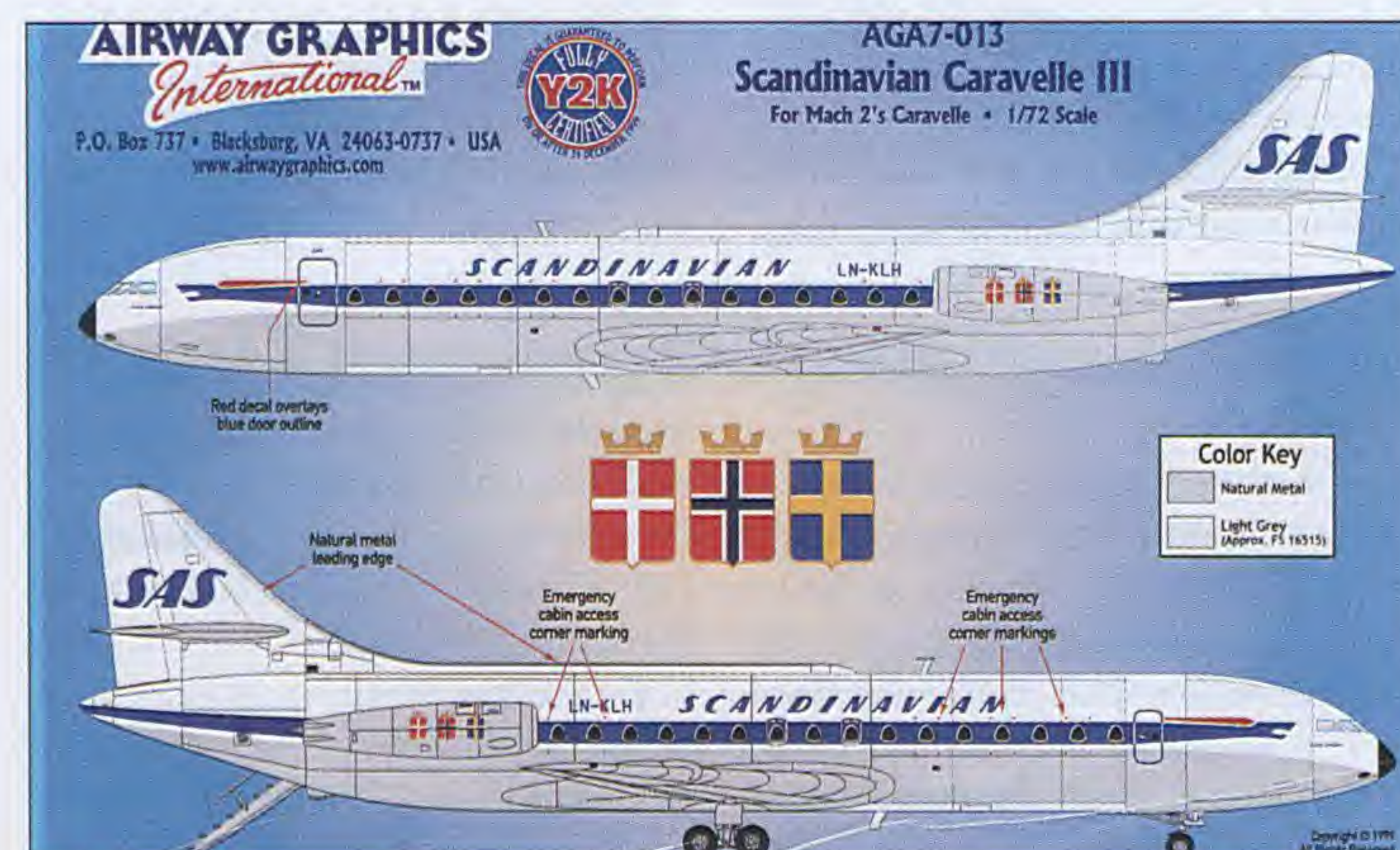
This sheet offers the Corogard panels for the



The Corogard panels offered in AGA4-G08



The decal sheet from AGA7-013



1/72nd Scale

The overall SAS Caravelle III scheme on AGA7-013



The single option on AGA4-145

wings of the Boeing 737-300 & 400 in decal form.

AGA4-G09

This sheet offers the Corogard panels for the wings of the Boeing 757 in decal form.

1/72nd Scale

AGA7-013 Caravelle III

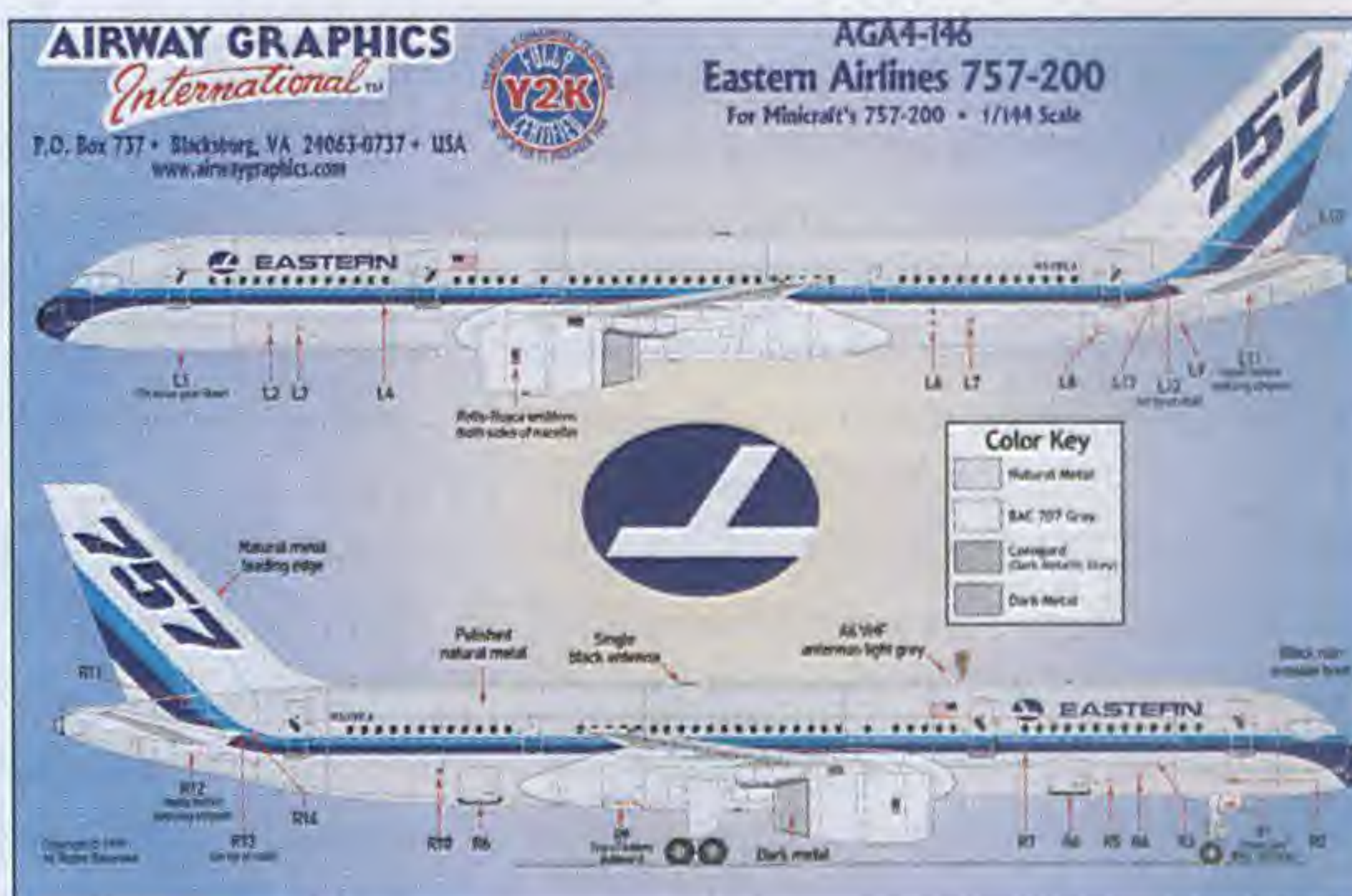
• 1. Caravelle III, SAS.

This sheet allows you to make any of the SAS fleet of Caravelles, as follows;

LN-KLH 'Finn Viking'
LN-KLI 'Einar Viking'
LN-KLN 'Trygve Viking'



The Corogard panels offered on AGA4-G09



The Boeing 757-200 option on AGA4-146

LN-KLP 'Trond Viking'
LN-KLR 'Hall Viking'
OY-KRA 'Vagn Viking'
OY-KRD 'Ulf Viking'
OY-KRF 'Torkil Viking'
OY-KRG 'Alf Viking'
SE-DAA 'Eskil Viking'
SE-DAB 'Ingemar Viking'
SE-DAC 'Arne Viking'
SE-DAD 'Torolf Viking'
SE-DAF 'Sven Viking'
SE-DAG 'Dag Viking'
SE-DAH 'Torgny Viking'
SE-DAI 'Alrik Viking'

1/48th Scale

AGM8-001 Thunderbirds F-84G

• 1. Republic F-84G, 51-16719, Thunderbirds Display Team.

This sheet offers the schemes carried by this machine during the 1953 and 1954 seasons. The red, white and blue scallops on the nose are included as decals, but the vertical fin and tailplanes will all have to be painted white before the decals are installed, as only the red and blue elements come on the decal sheet. The tip tanks have to be painted red and blue before the white decals are applied, so let's hope they have good colour density! The instructions note that the F-84G used by this team had the early style of nose wheel fitted; this is not included in the Tamiya kit, so you will have to take the wheel out of their Skyray instead (or hope someone does a resin version for you!).

The decal sheet is excellent, with perfect registration and colour density (see my comment on the white tip-tank areas though). Most of the stencilling was



The decal sheet from AGA4-146

removed from the airframe by the team, so only those required are supplied.

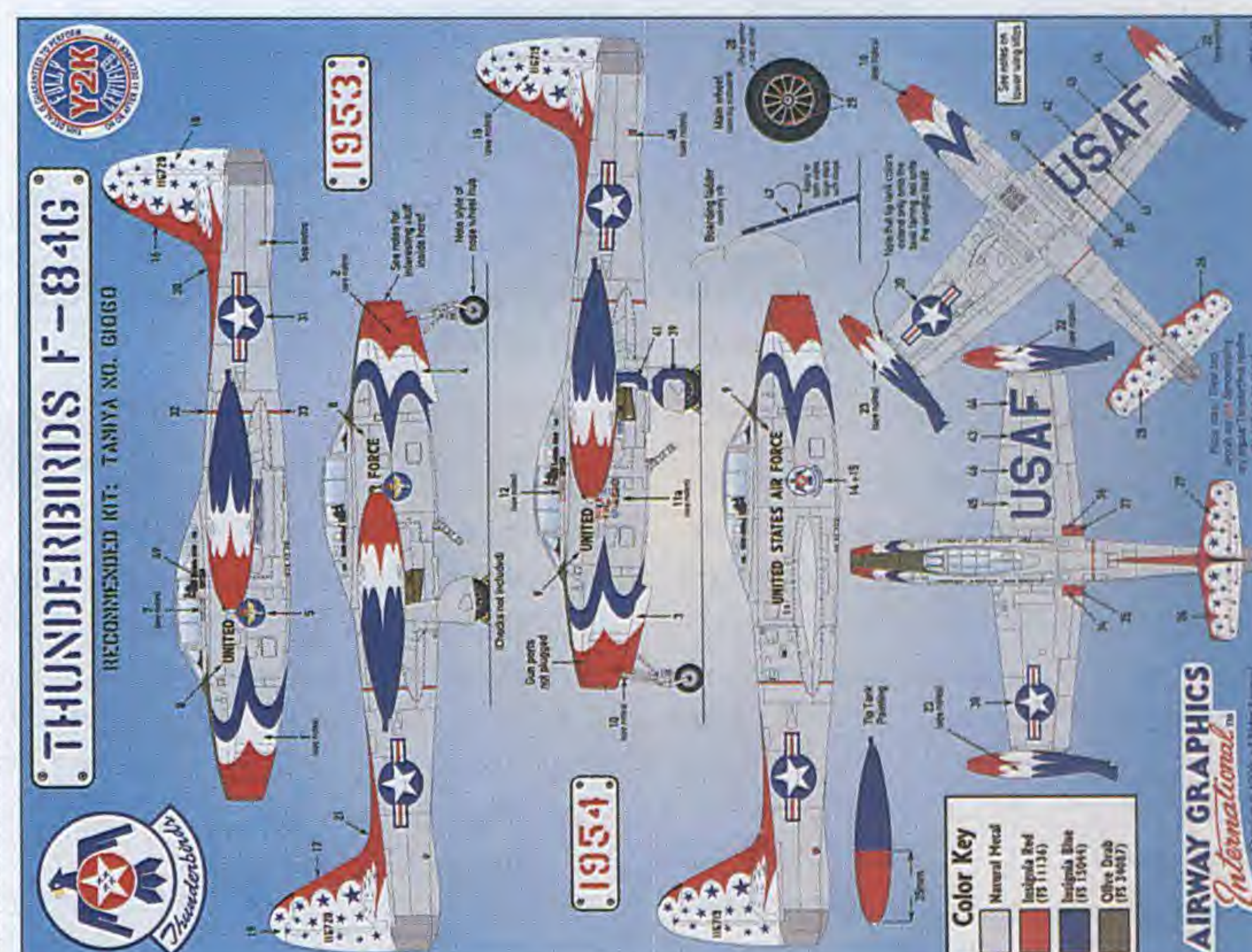
Conclusion

A excellent first 'military' subject from Airway Graphics, and we hope there are more to follow.

Our thanks to Airway Graphics International for the review samples.



The decal sheet from AGM8-001



The options offered on AGM8-001

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Aires

1/72nd Scale

Subject: Bristol Beaufighter

Scale: 1/72nd **Product No.:** 7038

Type: Cockpit Detail Set

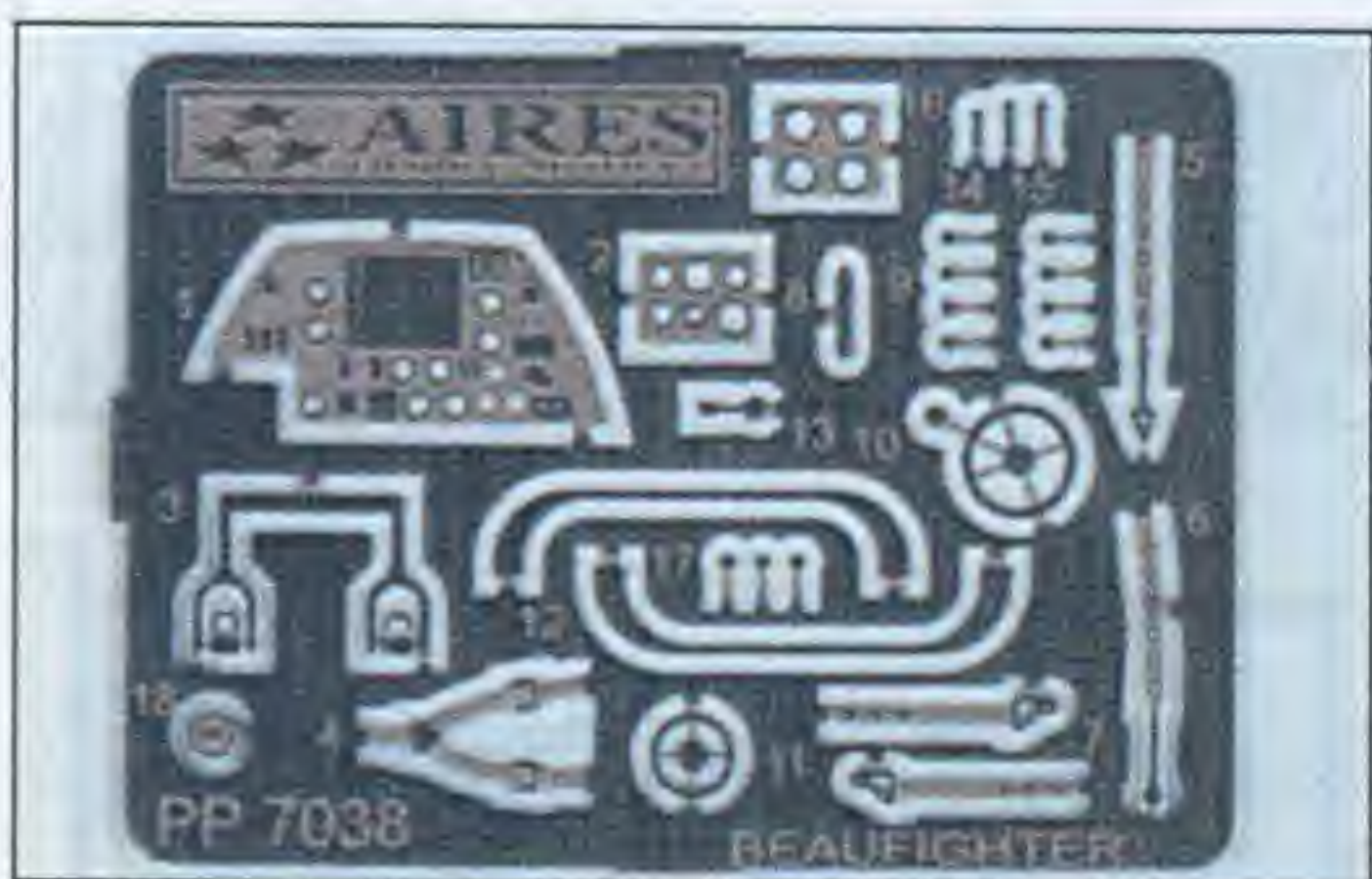
Designed for: Hasegawa kits

Parts: Resin 15, Etched 31 **Price:** £3.45

The interiors of the Hasegawa Beaufighter kits are all very sparse in regard to detail, so this new set from Aires aims to correct this. You get a whole new (resin) cockpit tub, with control column, seat, instrument panel and gunsight in resin, with various levers, seat harness, rudder pedals and instrument panel (with acetate backing film) in etched brass. The area directly behind the pilot, and up to the first fuselage bulkhead, is also included in resin.



The resin components from 7038 (Hasegawa)



The etched brass fret from 7038 (Hasegawa)

1/48th Scale

Subject: Daimler Benz DB 601E/N

Scale: 1/48th **Product No.:** 4033

Type: Engine Set

Designed for: N/A

Parts: Resin 10, Etched 20 **Price:** £5.60

This set offers another of the excellent resin engines. The main engine is offered in ten resin components, while the etched pieces are used to add details like the mounting plates, supercharger intake screen etc.



The resin and etched components from 4033

Subject: Daimler Benz DB 605A/B

Scale: 1/48th **Product No.:** 4036

Type: Engine Set

Designed for: N/A

Parts: Resin 15, Etched 20 **Price:** £5.60

This is a similar engine to the previous example, although it offers the first sub-variant of the 605 series. Once again the main engine is offered in resin, with detail parts in etched brass.



The resin and etched components from 4036

Subject: Junkers Ju 88A-4

Scale: 1/48th **Product No.:** 4052

Type: Cockpit Set

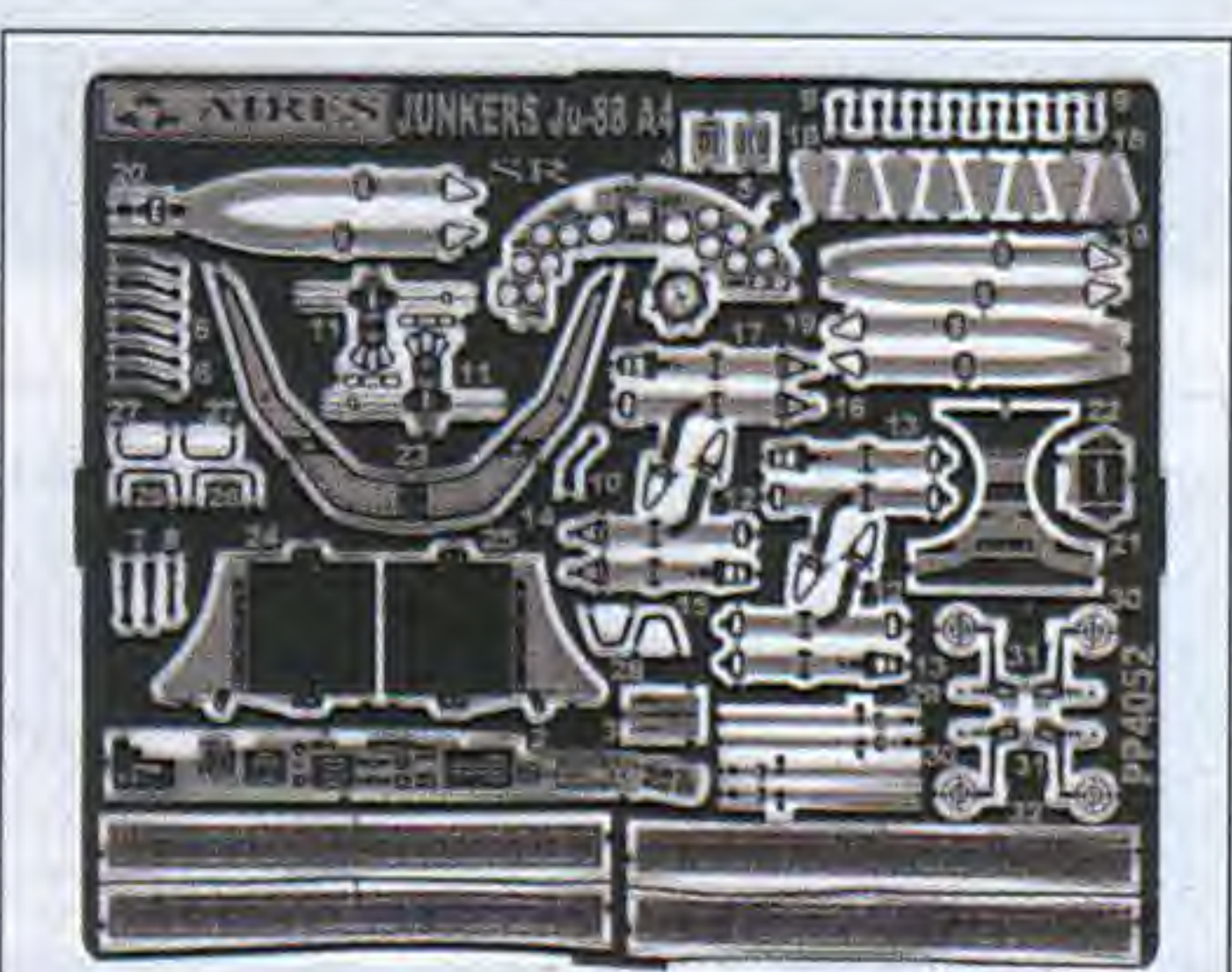
Designed for: Revell/Dragon kits

Parts: Resin 17, Etched 59 **Price:** £8.55

The modified Ju 88G-6 from Dragon that is now offered as a A-4 by Revell® (and Revell-Monogram) is a little sparse interior-detail wise, so this new set from Aires is most welcome. The boxed set offers a completely new cockpit interior for the type. You get the option of the 'straight' head armour or the 'curved' type. The sidewalls, rear bulkhead and radio equipment, gunsight and all armament are supplied in resin, with the seat harness, side console, levers, ammo belts and instrument panel supplied in etched brass.



The resin components from 4052 (Revell®)



The etched brass fret from 4052 (Revell®)



4052

Subject: Messerschmitt Bf 110G

Scale: 1/48th **Product No.:** 4057

Type: Cockpit Set

Designed for: Revell-Monogram kit

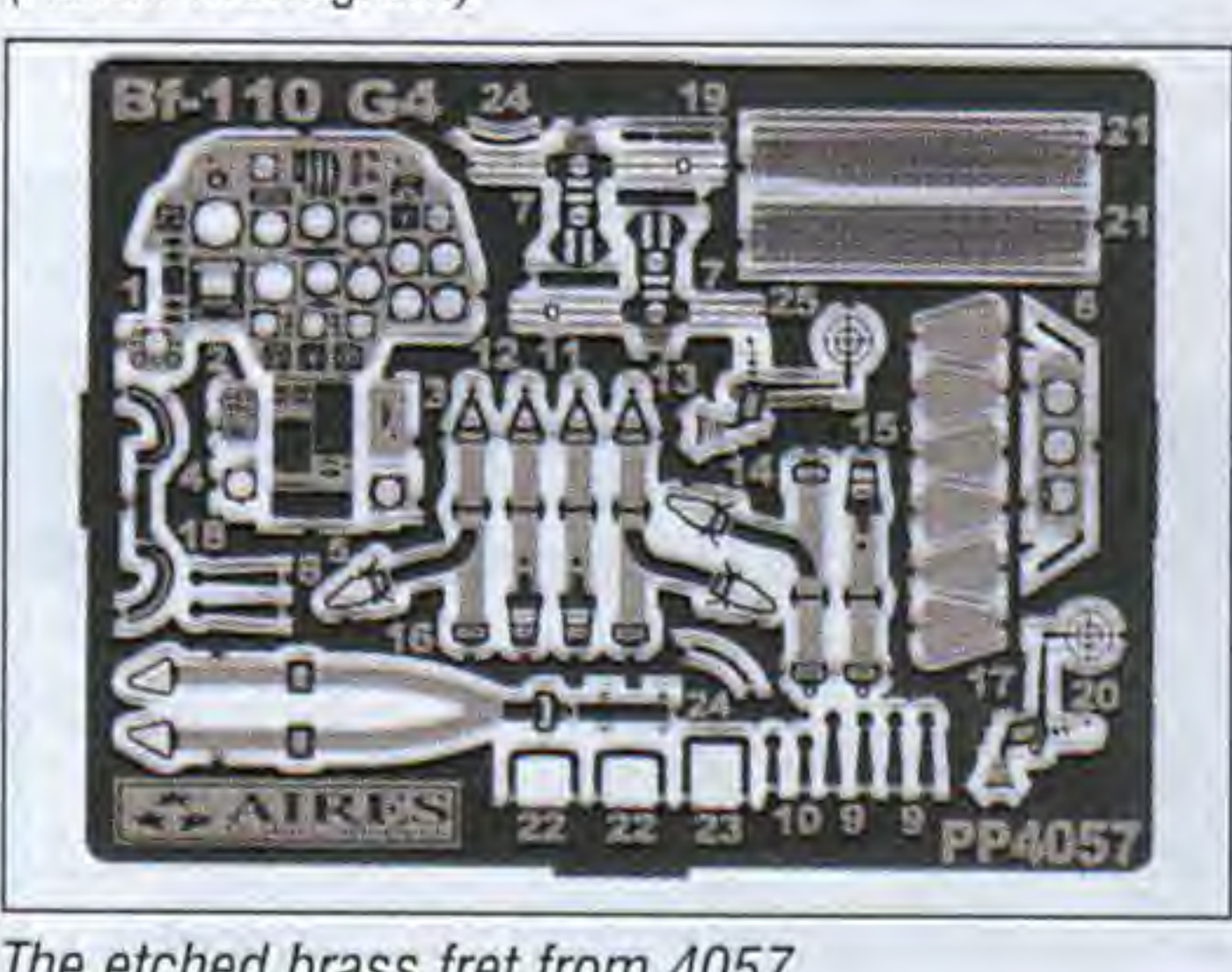
Parts: Resin 22, Etched 28, Acetate 7

Price: £8.55

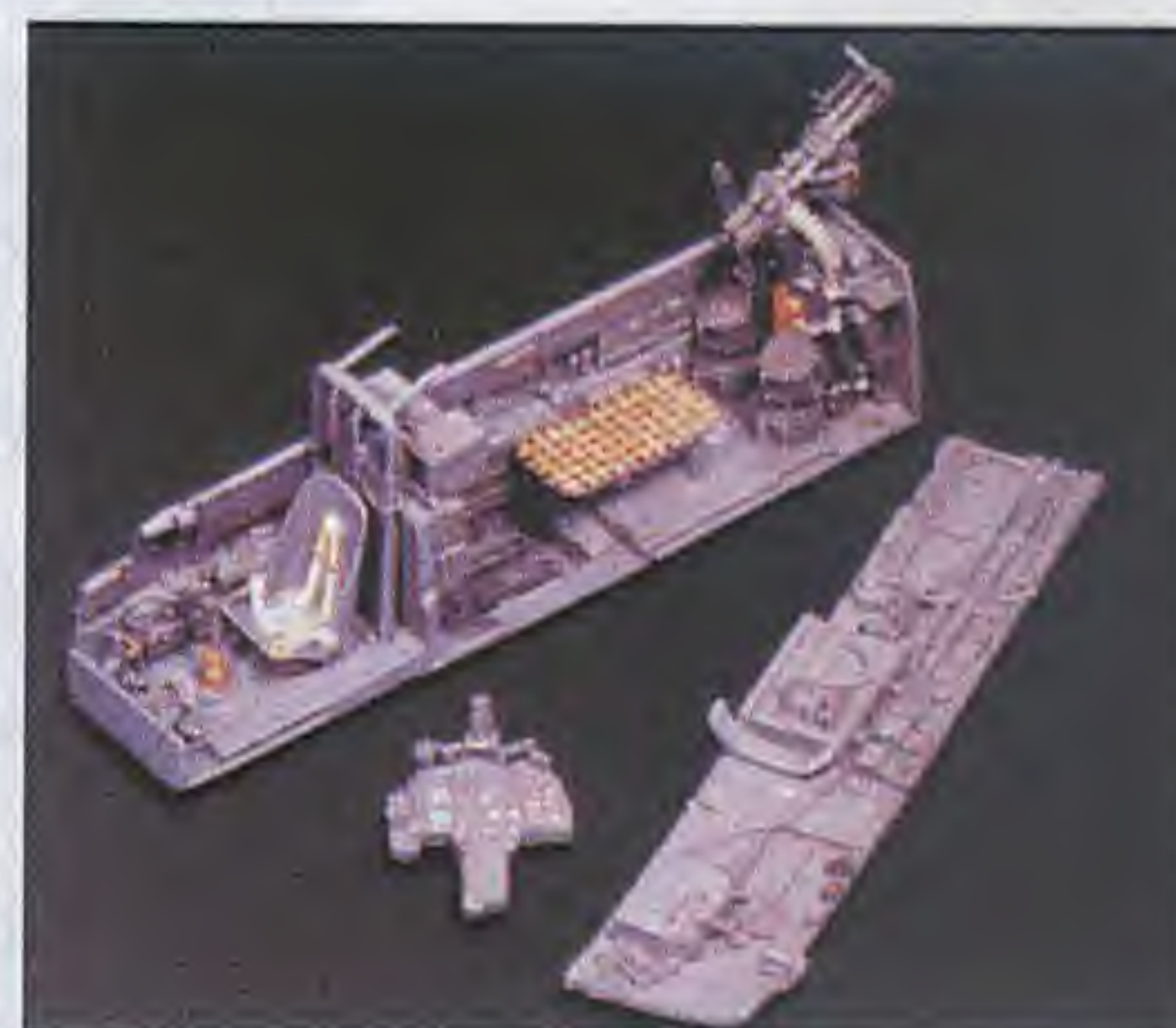
The interiors of the Revell-Monogram Bf 110G series kits are very good already, but this new one from Aires will allow you to add a little extra detail. The set is designed for the Bf 110G-4 kit, as it offers the upward-firing cannon of the type, but with a little modification, the set could also be used in the G-2 version. The main 'tub' is made up of resin pieces, with new sidewalls and floor. The rest of the resin details include the instrument panel with gunsight, MG 81Z, pilot's seat, rear gunner's seat, head armour and upward-firing cannon. To this are added etched brass details like the seat harness, control levers, instrument panel face (with acetate backing film), ring and bead sights, rudder pedals and various grab handles and small instrument panels for the sidewalls and canopy.



The resin components from 4057 (Revell-Monogram)



The etched brass fret from 4057 (Revell-Monogram)



4057

Subject: Grumman F4F-4 Wildcat

Scale: 1/48th **Product No.:** 4058

Type: Detail Set

Designed for: Tamiya kit

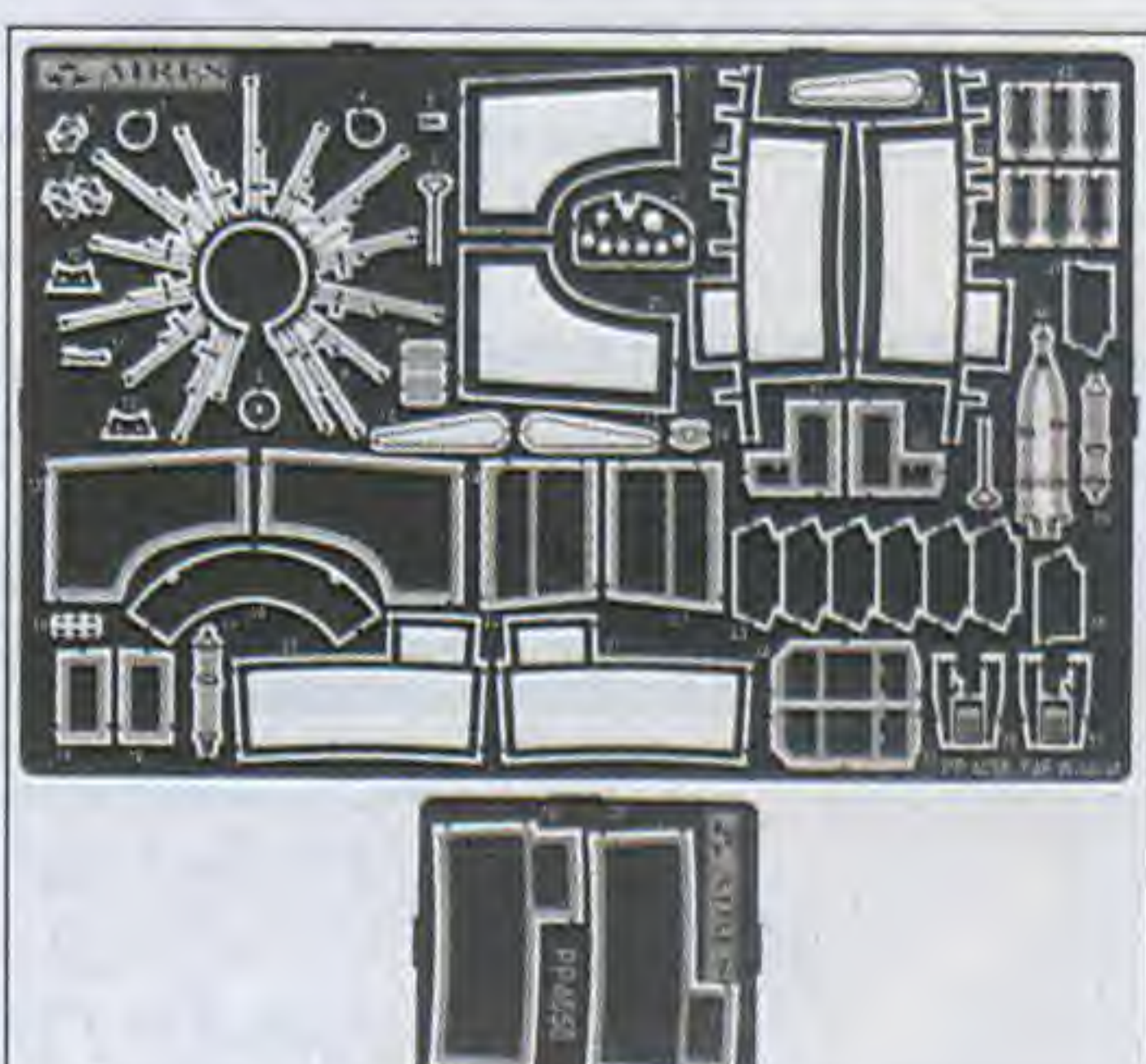
Parts: Resin 87, Etched 65, Acetate 2

Price: £21.50

This is a very involved detail set, with a mass of resin and etched detail parts, and that is reflected in the high retail price. The set itself offers six areas of additional detail: cockpit interior, completely new engine, open engine access panels, open gun bays, open dinghy bay and wing fold detail. The cockpit interior is built up as a tub in resin, with things like the instrument panel, control levers and seat harness all done in etched brass. The engine is one of Aires' beautiful units, with separate cylinders and crankcase in resin and the ignition harness in etched brass. Surgery will be required on the kit for the installation of the open engine bay access panels, gun bays, the dinghy bay and the wingfolds. Each of these areas has the main detail offered in resin, with detail parts and new access panels in brass.



The resin components from 4058 (Tamiya)



The etched brass fret from 4058 (Tamiya)

AccessoryNewsAccessoryNewsAccessoryNewsAccessoryNewsAccessoryNews

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear in a future edition.

Paragon

Due for release at the IPMS(UK) Nationals

in late October are the following:

1/144th Scale

14401 - Boeing 737-400 flaps and slats (Minicraft) [r]

1/72nd Scale

72046 - Spitfire Prototype Conv (Hasegawa Mk I) [r/vf]

72054 - F-4 Phantom E/F/G inboard extended flaps [r]

72058 - F-4 'S' Phantom inboard extended slats and corrected outboard slats [r]

72059 - Spitfire Mk XII conv (Hasegawa Mk VIII/IX) [r/vf]

1/48th Scale

48013 - F-4 Phantom E/F/G inboard extended flaps [r]

48131 - F-4 'S' Phantom inboard extended slats and corrected outboard slats [r]

48132 - Spitfire Mk XII Conv (Tamiya Mk V) [r/vf]



4058

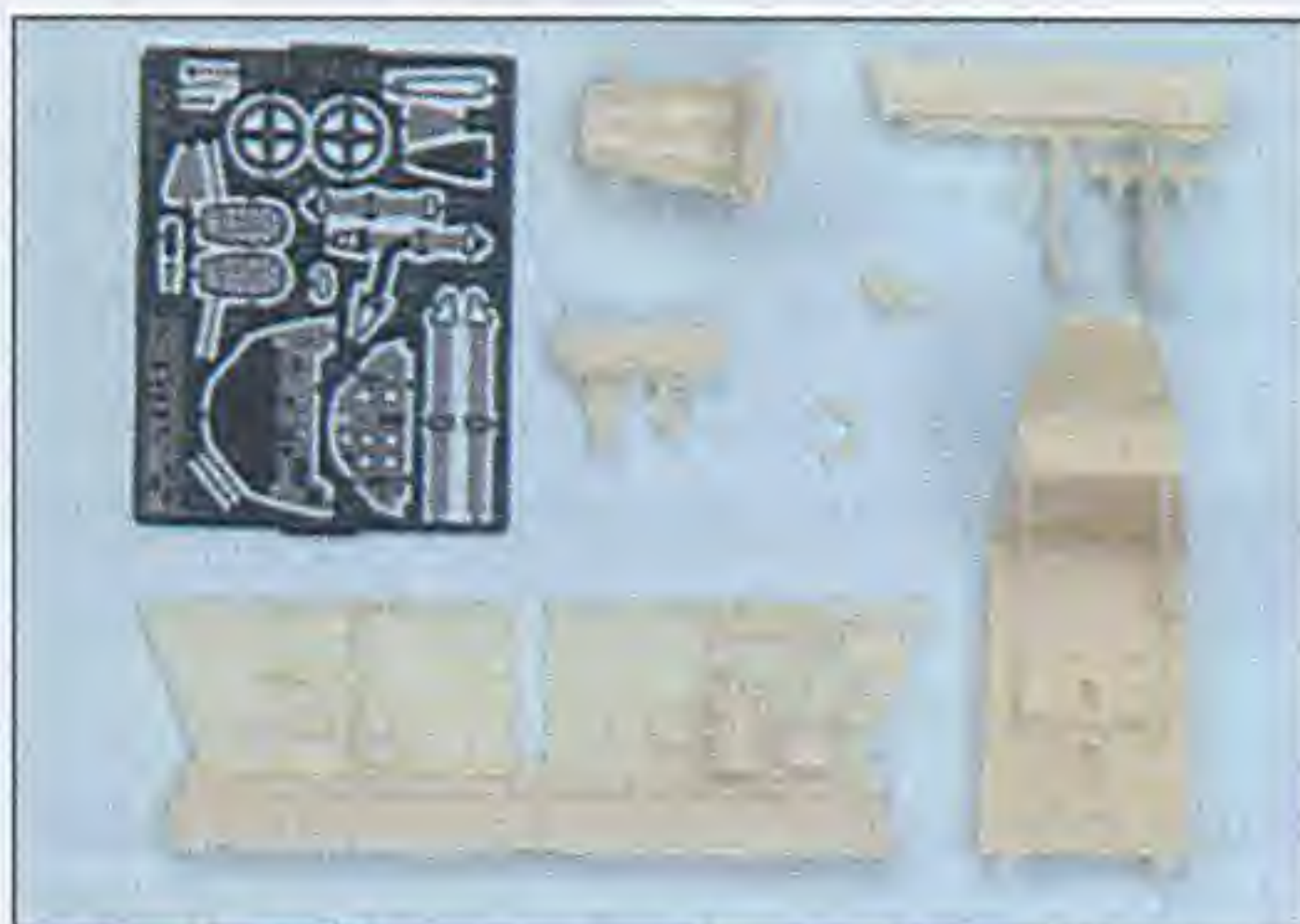
Subject: F4U-1 Corsair
Scale: 1/48th **Product No.:** 4064
Type: Cockpit Set
Designed for: Tamiya kit
Parts: Resin 12, Etched 19, Acetate 3
Price: £5.60

This set offers a new cockpit tub for the Tamiya kit. The instrument panel is offered in a combination of resin and etched brass with an acetate film sandwiched in between. The main bulk of the new details are in resin, but things like the rudder pedals, seat harness, throttle levers, canopy latches and rearview mirrors are all in etched brass.

Subject: Messerschmitt Bf 109E-3/4
Scale: 1/48th **Product No.:** 4067
Type: Cockpit Set
Designed for: Tamiya kit
Parts: Resin 10, Etched 19, Acetate 4
Price: £5.60



The resin and etched components from 4064 (Tamiya)



The resin and etched components from 4067 (Tamiya)

This set completely replaces the detail in the cockpit of the Tamiya kit, and will require the modeller to scrape all the detail from the kit parts before installing the new resin pieces. The main resin parts include the floor and rear bulkhead, as well as the two sidewalls. Into these go the resin seat with etched harness, etched and acetate instrument panel, resin Revi gunsight, resin and etched rudder pedal unit and resin control column.

Subject: German 7.92mm gun MG 81Z
Scale: 1/48th **Product No.:** 4068
Type: Accessory
Designed for: N/A
Parts: Resin 4 **Price:** £1.45

This little pack offers four complete MG 81Z machine guns, in two different styles.



4068

Subject: Packard Merlin V-1650
Scale: 1/48th **Product No.:** 4069
Type: Engine Set
Designed for: N/A
Parts: Resin 8 **Price:** £5.60

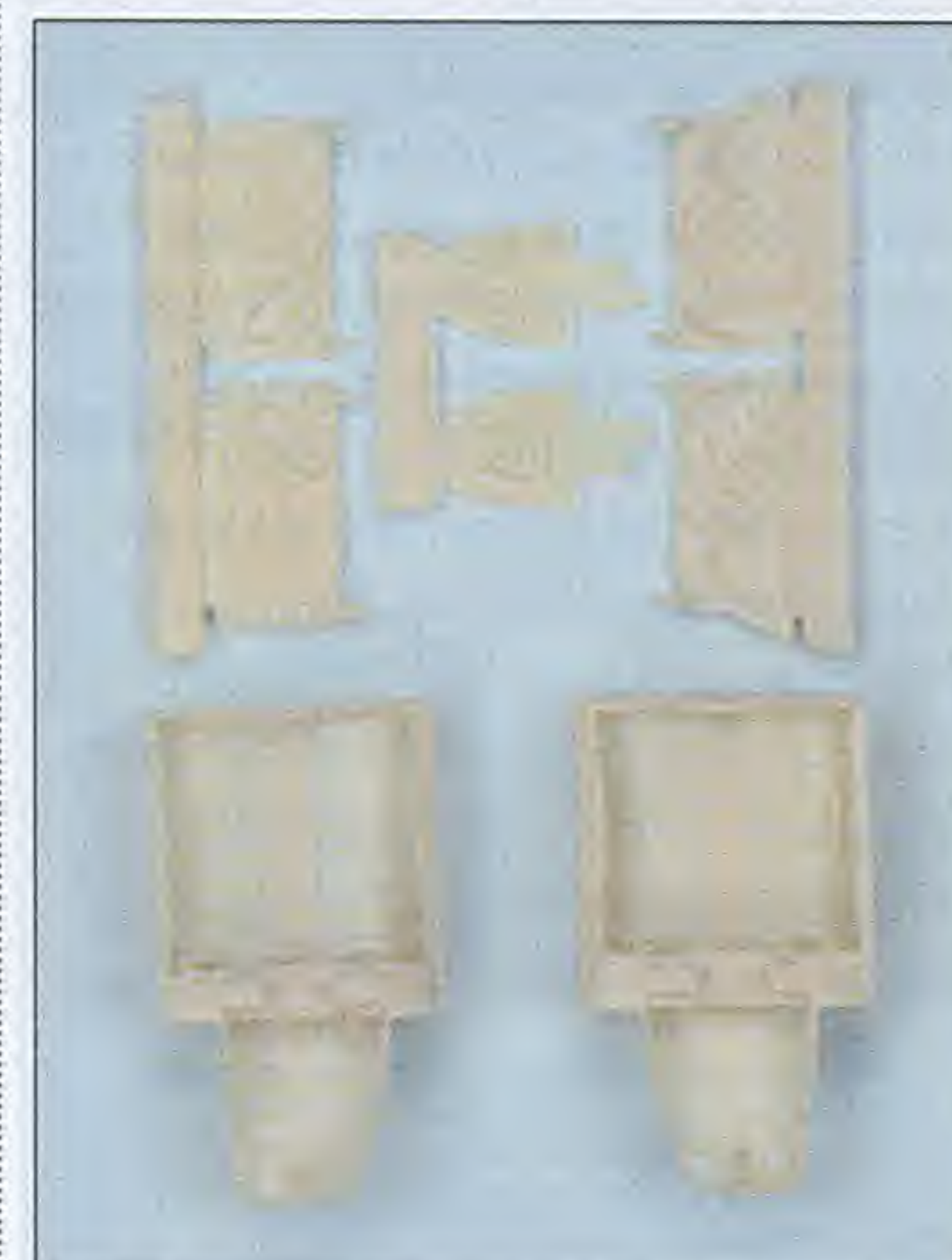
This is another example of Aires' excellent series of aero engines. This time you get the Packard Merlin V-1650, which is made up entirely from resin components.



4069

Subject: F4U Corsair
Scale: 1/48th **Product No.:** 4069
Type: Wheel Well Set
Designed for: Tamiya kit
Parts: Resin 8 **Price:** £3.45

This set offers new interior inserts for each wheel well of the Tamiya Corsair kit, along with replacement front and main doors.



4073 (Tamiya)

Conclusion

Aires certainly produce some of the best detail sets around, and a lot of those listed here are extremely good value as well. The more expensive sets are very involved, but should look fantastic once installed in a model.

Our thanks to LSA Models (Incorporating Four Plus UK) for the review samples.

Black Box

Now many of you may be wondering who this new firm is. With the recent move towards kit production by KMC, this firm is one of the partner's own range of accessories.

1/48th Scale

Subject: Grumman A-6E Intruder
Scale: 1/48th **Product No.:** 48001
Type: Cockpit Detail Set
Designed for: Monogram kit
Parts: Resin 15 **Price:** \$TBA

The whole of the interior and canopy area in the Monogram A-6E kit is replaced with this set. The main resin pieces include the beautifully detailed cockpit tub, into which fit two ejection seats, the instrument panels and control column. The area behind the crew, under the canopy, also gets a mass of detail, with a new upper decking, ejection seat supports, canopy hydraulic ram and the actual rear portion of the canopy itself. The final detail is the console that runs down the middle of the canopy.

Conclusion

Anyone who knows KMC products will be right at home with this set, as it is in a similar style and to the same very high standards. The level of detail and quality of casting are perfect and the set is highly recommended to all.

Our thanks to V.M.D (Black Box) for the review sample.



48001 (Monogram)

Eduard

1/72nd Scale

Subject: Perforated Steel Plates
Scale: 1/72nd **Product No.:** 7701
Type: Display Base
Designed for: N/A
Parts: Injection Moulded Plastic 1 **Price:** £2.50

This is a rather unusual idea from Eduard, as it offers an injection moulded display base that depicts PSP and is suitable for most 1/72nd scale single engine fighters. The base has no edges as such, so would be best mounted into a suitable wooden base. A combination of these bases will allow bigger models to be displayed, so there is no real limit to the size of base.

1/48th Scale

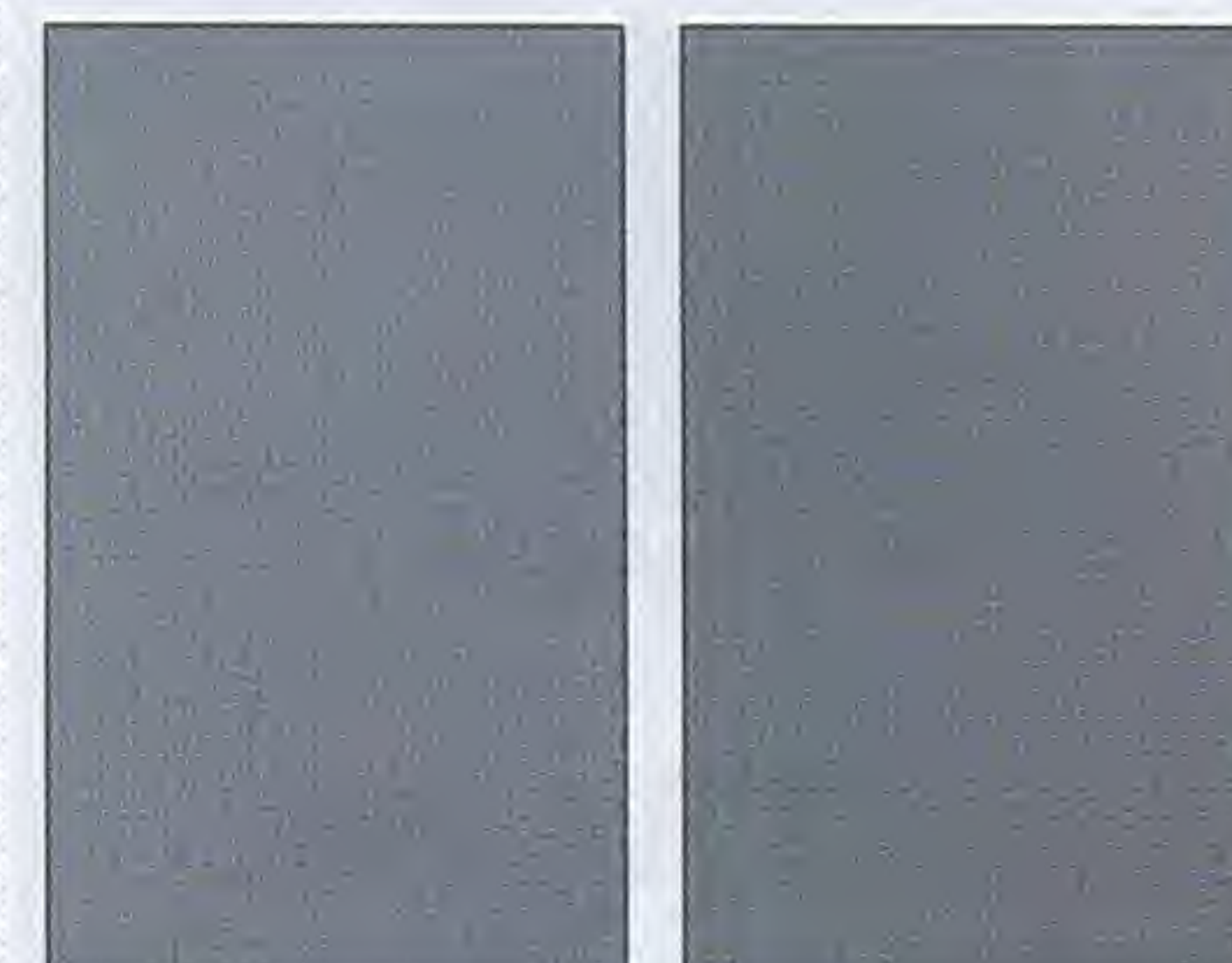
Subject: Perforated Steel Plates
Scale: 1/48th **Product No.:** 8801
Type: Display Base
Designed for: N/A
Parts: Injection Moulded Plastic 1 **Price:** £2.50

This is just a bigger-scale version of the previous item. The overall dimensions of this version are slightly larger than the previous one, but I doubt you will be able to fit many single engine types on just one sheet, unless you don't mind a lot of it overhanging the sides.

Conclusion

A simple, but very effective idea. The unit price is low, so I am sure that these will sell very well.

Our thanks to Eduard M.A. for the review samples.



7701 - PSP (1/72nd)

8801 - PSP (1/48th)

48133 - Beaufighter treaded bulged wheels [r]

1/32nd Scale

32009 - F-4 Phantom E/F/G inboard extended flaps [r]
 32042 - Spitfire Mk XIV Conv {Standard canopy} (Hasegawa Mk V) [r/vf]
 32043 - Spitfire Mk XIV Conv {Bubble

canopy} (Hasegawa Mk V) [r/vf]
 Samples via: Paragon Designs

S8M Models

1/72nd Scale

SM-07 - Walther HWK-109/509A & HWK-109/509C [r]

1/48th Scale

SM-08 - Walther HWK-109/509A [r]
 Samples via: Ilona Müllerová

ExtraTech

1/72nd Scale

EX M72007 - Rolls-Royce Nene [r/eb]
 EX M72002 - Jumo 004B1 [r/eb]
 EX M72008 - BMW 801 [r/eb]
 EX 72 062 - Focke Wulf Fw 190A-8/F-8

(Revell®) [eb]
 EX 72 068 - Bell P-39Q Airacobra (Academy) [eb]
 EX 72 073 - Republic P-47D (Academy) [eb]
 EX 72 082 - F4U-1 Corsair (Academy) [eb]
 EX 72 084 - N.A. P-51B Mustang (Revell®) [eb]
 EX 72 085 - FuG 200 'Hohentwiel' [eb]
 EX 72 096 - SA-342 M Gazelle

Continued...

Lone Star Models

1/48th Scale

Subject: Mitsubishi Ki-46III

Scale: 1/48th **Product No.:** N/A

Type: Cockpit Detail Set

Designed for: Tamiya kit

Parts: Resin 16 **Price:** \$17.00

This set upgrades the whole of the interior of the Ki-46III from Tamiya. The front cockpit receives a new floor, pilot's seat, both sidewalls, rear bulkhead and instrument panel. The forward fuel tank is also included. For the rear area you get a new floor, sidewalls, folding seat, camera and bulkhead. All of the raised details on the kit parts will have to be scraped off before any of these new parts can be installed, but the level of detail offered is very good and an improvement on that offered in the kit.



Ki-46III Cockpit Set (Tamiya)

Subject: Grumman XF5F-1 Skyrocket

Scale: 1/48th **Product No.:** N/A

Type: Cockpit Detail Set

Designed for: Minicraft kit

Parts: Resin 6 **Price:** \$11.00

The new cockpit interior for the Minicraft kit offered in this set is made up of a floor, sidewalls, rear bulkhead, instrument panel and pilot's seat. All the raised detail on the kit parts will have to be removed before these resin elements can be installed, and the kit's rudder pedals have to be fitted to the new resin instrument panel.



Grumman XF5F-1 Cockpit Set (Minicraft)

Subject: 'Conquest One'

Scale: 1/48th **Product No.:** N/A

Type: Conversion

Designed for: Hobbycraft kit

Parts: Resin 8, Vac-form Clear 1 & Decals

Price: \$40.00

This conversion is designed for the Hobbycraft F8F Bearcat kits, and will allow you to make the radically modified 'Conquest One' racer.

The entire fuselage is replaced in resin, although more advanced modellers may want to use the kit parts suitably modified. The fuselage is devoid of any panel lines, so even though there are a couple of colour photos of the real machine included, additional research will have to be undertaken to see if the real machine had them, or if the fuselage had all the lines filled and sanded smooth as is the vogue with racers. On the wings you have to fill the gun ports and cooler intakes. The end portion will have to be sawn off, as shown in the instructions, but it would have been nice if Lone Star had given precise measurements for this operation, as the diagram is not too precise. The new resin tips will cap the sawn-down wings, and the last details to add are the new resin cowling, inner 'speed ring' and spinner. No propeller is included in the set; as the type used a Skyraider propeller, you can always use the one offered by Leading Edge (CEC48126).

This conversion also includes a complete set of markings for the type, but the national markings on the wings are not included on this sheet. The decals are well printed, although there is a solid area of carrier film, so each image will need to be cut out before application. A few scanned colour photos of the aircraft are included with this set, but as I said earlier, additional reference material will be a great advantage to those undertaking this conversion.



The components from the 'Conquest One' conversion



The decal sheet for 'Conquest One'

1/32nd Scale

Subject: Messerschmitt Bf 109B/C/D

Scale: 1/32nd **Product No.:** N/A

Type: Conversion

Designed for: Hasegawa kit

Parts: Resin 22, Etched 4, Decal sheets & Metal Mesh

Price: \$40.00

This is a very involved conversion based on the Bf 109E from Hasegawa. The entire nose has to be cut off the kit and replaced with the new resin version. Both two and three-blade propellers are included. A completely new resin cockpit interior is given, and the etched pieces in the set are the rudder pedals for this area. The cannon bulges and radiators under the wings will have to be removed, as well as the flaps. All of these are replaced with modified resin versions, or simply plugged. Final details are the wheel well inserts, and the need for the modeller to fill and scribe a number of panel lines as indicated on the instructions.

The instructions offer markings for no less than sixteen machines, and the three decal sheets included with the conversion should allow you to make any of them. This time the carrier film is restricted to each image, so there should be no problem with them. That said, the ink on some of the numerals had smudged on our example, which is a bit annoying.

Subject: Grumman F6F-3 Hellcat

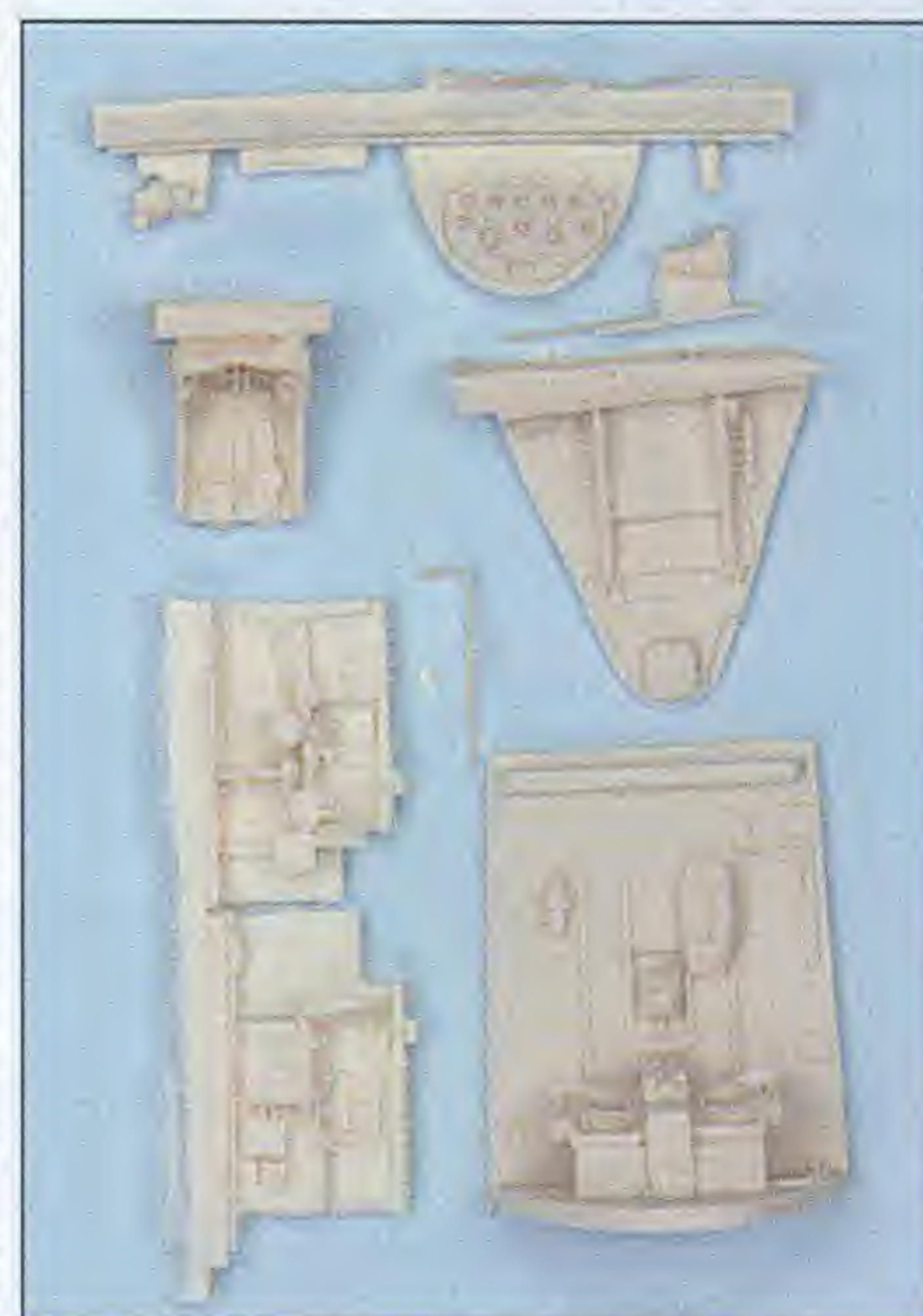
Scale: 1/32nd **Product No.:** N/A

Type: Cockpit Set

Designed for: Hasegawa kit

Parts: Resin 9 **Price:** \$13.00

This set offers a completely new resin interior for the Hasegawa kit. The main component is the resin floor, onto which goes the rear bulkhead and right and left side consoles. The pilot's seat is then fitted to the rear bulkhead, with the control



The resin components for the F6F-3 Hellcat interior



All of the components from the Bf 109B/C/D conversion



The three decal sheets for the Bf 109B/C/D

column and hydraulic pump handle fitted to the floor. The final details are the instrument panel and gunsight, which have to be fitted into the upper section of the fuselage.

Conclusion

The 1/48th scale sets are very good, and offer coverage of more unusual types. The 1/32nd scale interior has to be welcome and the early Bf 109 conversion is a real must for all Luftwaffe fans. Each is well cast, with excellent detail and only a little excess flash, so they can be highly recommended to all.

Our thanks to Lone Star Models for the review samples.

AccessoryNewsAccessoryNewsAccessoryNewsAccessoryNewsAccessoryNews

(Airfix/Heller) [eb]

EX 72 099 - LaGG-6 Type 66 (Dakoplast) [eb]

EX 72 101 - OV-10A Bronco (Academy) [eb]

EX 72 103 - Lavochkin La-5FN (KP) [eb]

EX 72 104 - MiG-21F (Bilek) [eb]

1/48th Scale

K-02B - Jumo 004 [r/eb]

EXK4808 - BMW 801 [r/eb]

EX 48 030 - Luftwaffe WWII Seat Belts with Buckles [eb]

EX 48 039 - RAF WWII Sea Belts & Buckles [eb]

EX 48 087 - Yak-7A (ICM) [eb]

EX 48 090 - FuG 200 'Lichtenstein B/C' [eb]

EX 48 102 - Russian WWII Seat Belts & Buckles [eb]

Samples via: Ilona Müllerová

Available in UK via: Aeroclub

Cooper Details

1/48th Scale

CD4815 - Spitfire F Mk 22/Seafire 47

Cockpit Set (Airfix) [r]

CD4816 - Seafire FR 47 Upgrade (Airfix) [r]

Samples via: Cooper Details

Pavla Models

Pavla have recently released a number of replacement canopies, and those so far available are as follows;

1/72nd Scale

Subject: Sukhoi Su-27UB
Scale: 1/72nd **Product No.:** N/A
Type: Replacement Canopy
Designed for: Italeri kit
Parts: Vac-formed Clear 2 **Price:** £TBA
 This is a two-part set with the windscreen and main canopy offered separately.



Sukhoi Su-27UB (Italeri)

Subject: Sukhoi Su-22M-4
Scale: 1/72nd **Product No.:** N/A
Type: Replacement Canopy
Designed for: Bilek kit
Parts: Vac-formed Clear 1 **Price:** £TBA
 This unit is offered just as a single piece unit.



Sukhoi Su-22M-4 (Bilek)

Subject: Spitfire Mk XVI
Scale: 1/72nd **Product No.:** N/A
Type: Replacement Canopy
Designed for: Heller kit
Parts: Vac-formed Clear 1 **Price:** £TBA
 A nice 'bubble' canopy for the Heller kit, although once again it is only offered as a single piece unit.



Spitfire Mk XVI (Heller)

Subject: Sukhoi Su-27
Scale: 1/72nd **Product No.:** N/A
Type: Replacement Canopy
Designed for: Italeri kit
Parts: Vac-formed Clear 1
 Unlike the UB version, this one only offers the canopy in the 'closed' position.



Sukhoi Su-27 (Italeri)

Subject: Grumman Wildcat
Scale: 1/72nd **Product No.:** N/A
Type: Replacement Canopy
Designed for: Academy kit
Parts: Vac-formed Clear 1 **Price:** £TBA
 Once again this replacement canopy is only offered in the 'closed' position.



Grumman Wildcat (Academy)

Subject: G.D. F-111
Scale: 1/72nd **Product No.:** N/A
Type: Replacement Canopy
Designed for: Hasegawa kits
Parts: Vac-formed Clear 1
 Another canopy only offered as a single ('closed') piece.



F-111 (Hasegawa)

Subject: Avro Lancaster
Scale: 1/72nd **Product No.:** N/A
Type: Replacement Canopy
Designed for: Revell kit
Parts: Vac-formed Clear 12

This is a very welcome set, as it offers replacement glazings for all the turrets as well as the main canopy and bomb aimer's position. Why they chose to make the set for the horrible old Revell kit I will never know though! Hopefully the set will fit the Airfix example as well, as it also offers the H2S cover, both styles of bomb aimer's glazing and both the standard and Martin mid-upper turrets.



Avro Lancaster (Revell)

Conclusion

Apart from most of these sets only offering the canopy as a single piece, and therefore 'closed', the choice of subject matter is very good and will be well received. The slight slip with the Lancaster set's kit choice is annoying, but hopefully it will still fit the Airfix one anyway. The quality of each set is very good and we look forward to more in this range from Pavla.

Our thanks to Pavla Models for the review samples.

Invicta Model Accessories

1/48th Scale

Subject: Sepecat Jaguar GR Mk 1A
Scale: 1/48th **Product No.:** N/A
Type: Cockpit Detail Set
Designed for: Airfix kit
Parts: Resin 5 **Price:** £TBA
 This resin set offers a new resin cockpit tub with excellent detail, along with a new resin ejection seat (with moulded seat harness), control column, instrument panel and sidewall details. All of these

items are designed as direct replacements for the interior of the Airfix kit.

Conclusion

An excellent set from Invicta, and one which will enhance the interior of the Airfix kit. The resin parts are well cast with excellent detail and little flash.

Our thanks to Beaney Model Hobbies for the review sample.



Jaguar GR Mk 1A (Airfix)

Dekno

1/72nd Scale

de Havilland Vampire NF.10 conv
 (Airfix/Heller) [res/vf/dec]
 Sample via: Dekno

C&H Aero Miniatures

1/48th Scale

Convair TF-102A conv

(Revell-Monogram) [r/vf/dec]
 Sample via: C&H Aero Miniatures

Dartmoor Military Models

1/48th Scale

DMM48.009 - Pilot & Ground Crew Man
 {£3.90} [wm]
 DDM48.009 - Pilot with checklist &
 Ground Crew Man {£3.90} [wm]

DDM48.010 - Pilot climbing into aircraft
 with attending Ground Crew Man
 {£3.90} [wm]
 DDM48.011 - Pilots sitting in armchairs
 awaiting scramble {£5.90} [wm]
 DDM48.012 - Wounded Pilot being
 supported by Ground Crew Man {£3.90}
 [wm]
 DDM48.013 - Ground Crew Man

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UIC4834	Yak-7UTI WWII Soviet Fighter	NEW	1:48	£9.99
UIC4851	MIG-3 (Not previously announced!)	NEW	1:48	£9.99
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HC1343	DHC-4 Caribou USAAF	1:72	£17.95
HC1321	F-82 Twin Mustang	1:72	£6.99
HC1361	F-86F-25F-30 Sabre Dogfighter	1:72	£7.99
HC1373	F-89C Scorpion Night Fighter	1:48	£13.99
HC1631	F-117A Nighthawk Stealth	1:48	£9.99
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HC2202	UH-60A Blackhawk Helicopter	1:72	£4.99

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RK72197	Spitfire Mk.IX (ex FROG)	1:72	£5.95

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Part

1/72nd Scale

Subject: F4U-4B Corsair

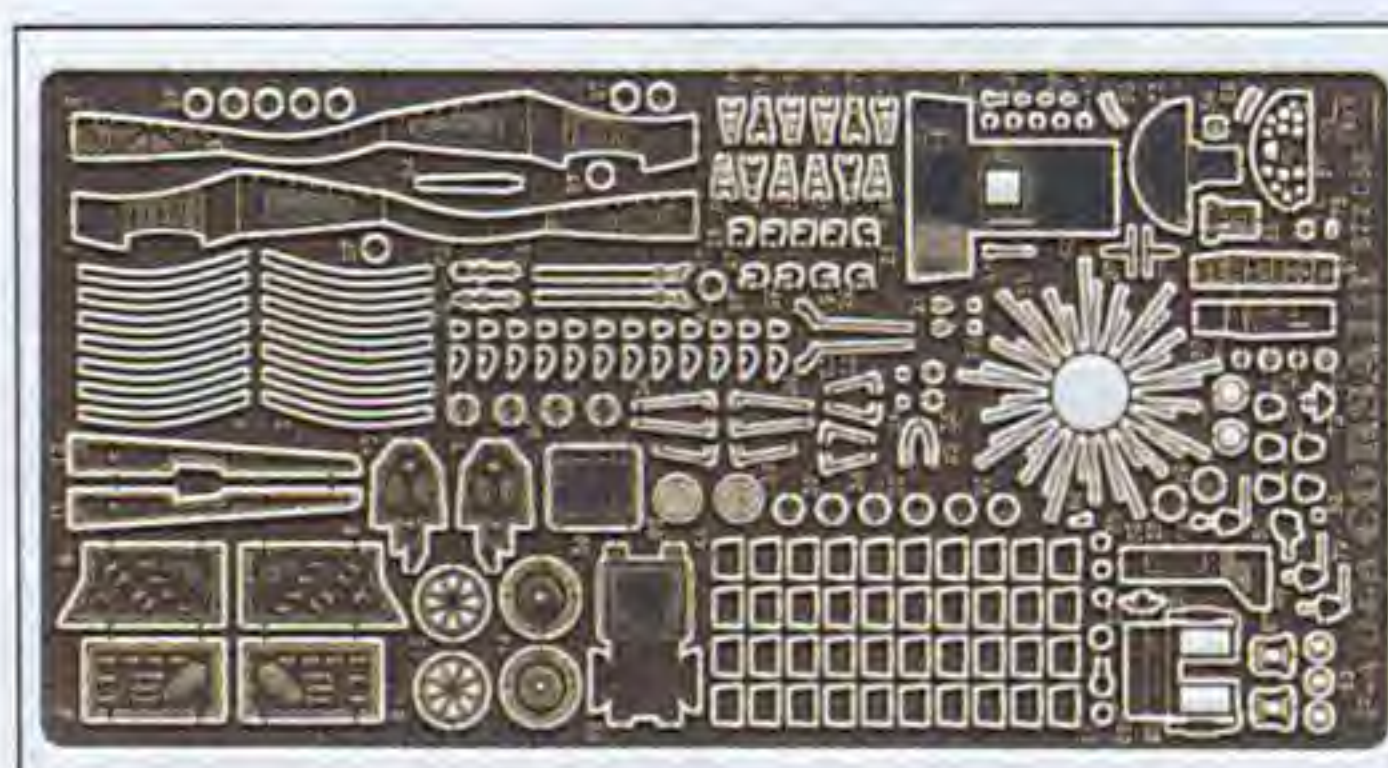
Scale: 1/72nd **Product No.:** S72-088

Type: Detail Set

Designed for: Italeri kit

Parts: Etched Brass 172, Acetate 6 **Price:** £TBA

This offers a wealth of details for the Italeri kit, although many of the items are made with multi-layers of etched brass and in some cases this could be replaced with plasticard or rod. The items in this set for the interior include the instrument panel (with acetate backing film), gunsight, throttle box, side consoles, floor, seat and harness. Externally you get new wheel hubs, compression links, undercarriage doors, drop tank pick-ups, tailwheel door, wheel well sides and ribs, engine ignition harness, HVAR fins and a mass of antenna and control surface linkage.



S72-088 (Italeri)

Subject: F4U-7 Corsair

Scale: 1/72nd **Product No.:** S72-089

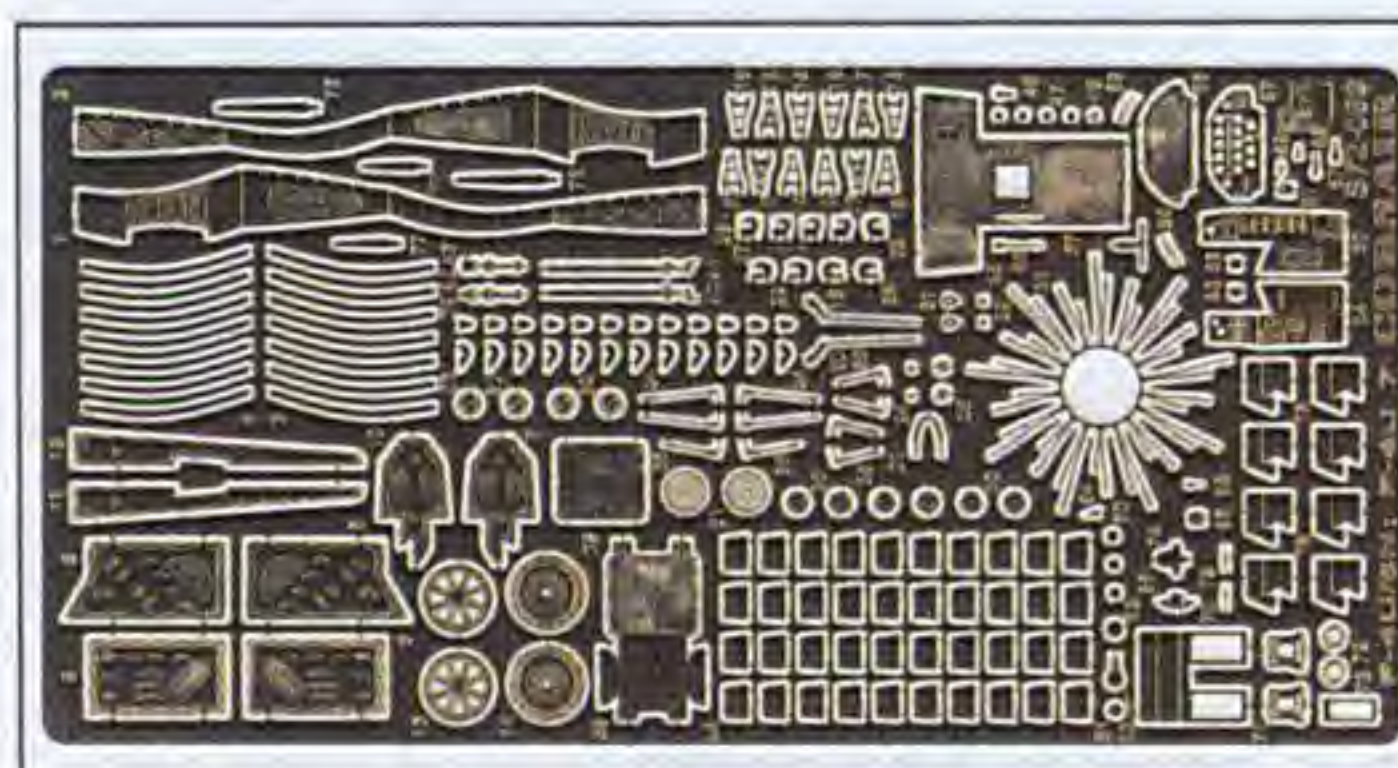
Type: Detail Set

Designed for: Italeri kit

Parts: Etched Brass 195, Acetate 6 **Price:** £TBA

This set is similar in its coverage to the previous one, although it has detail changes to correctly reflect the -7 version. Once again the interior gets a new instrument panel with acetate backing film, side consoles, floor, seat and harness and rudder pedals. Externally there are new fins for the bombs, wheel well

inserts and ribs, oil cooler matrices, HVAR fins, engine ignition harness, wheel hubs, undercarriage compression links, drop tank pick-ups, tailwheel doors and a number of blade antenna.



S72-089 (Italeri)

Subject: Aviatik (Berg) D1

Scale: 1/72nd **Product No.:** S72-090

Type: Detail Set

Designed for: Toko kit

Parts: Etched Brass 74, Acetate 2 **Price:** £TBA

This is a delicate little set that offers a number of detail improvements for the Toko kit. The interior gets a new cockpit area that folds up into a box framework into which go the wicker seat, rudder bar, instrument panel with acetate backing and control column. Externally you get etched wheel centres, radiator matrix, various access panels, tail skid, windscreen (using a clear acetate film and etched surround) and all of the end plates for the rigging. To complete the intricate task, the set also includes all of the flight wires!

1/48th Scale

Subject: Messerschmitt Bf 109B/C/D/E

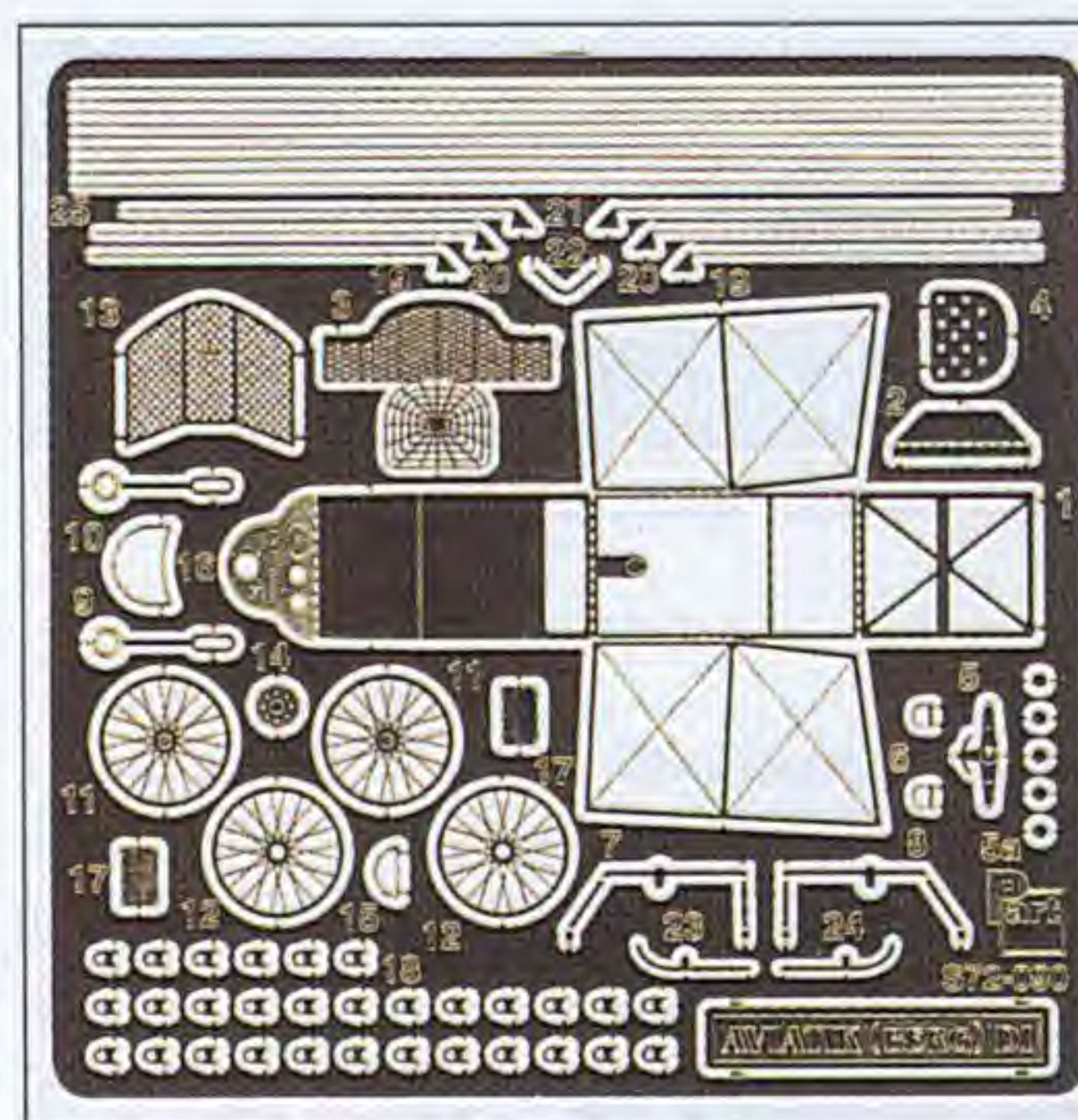
Scale: 1/48th **Product No.:** S48-055

Type: Detail Set

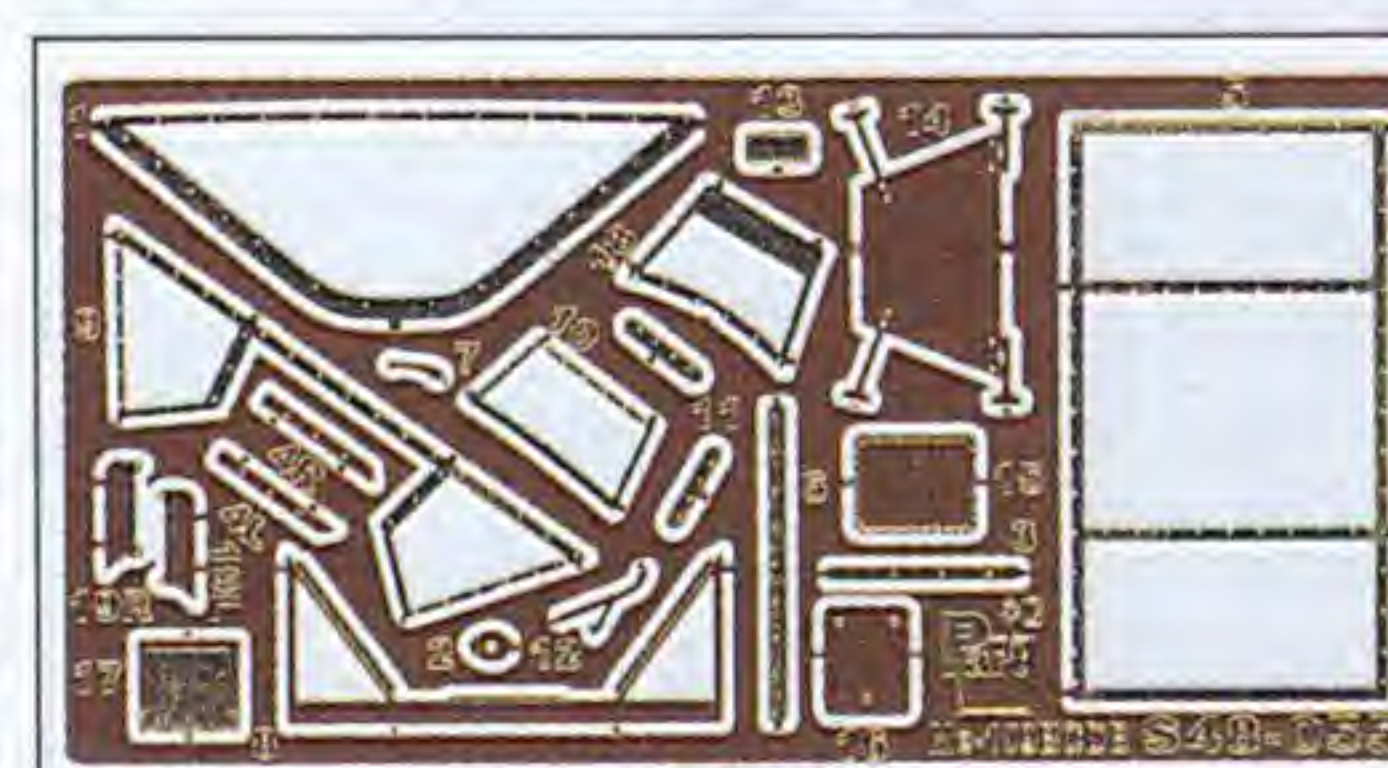
Designed for: Hobbycraft kits

Parts: Etched Brass 23 **Price:** £TBA

This set offers those excellent (but fiddly looking) canopy frames that PART seem to have a liking for. The standard or 'external' armour windscreens are included and the set is completed with the



S72-090 (Toko)



S48-055 (Hobbycraft)

rearview mirror and the armour plate in two styles. Usually this sort of set includes the glazing elements as acetate film, but this one does not, so I assume that the etched pieces will have to be overlaid onto the kit parts or a suitable vac-formed replacement.

Subject: Messerschmitt Bf 109E

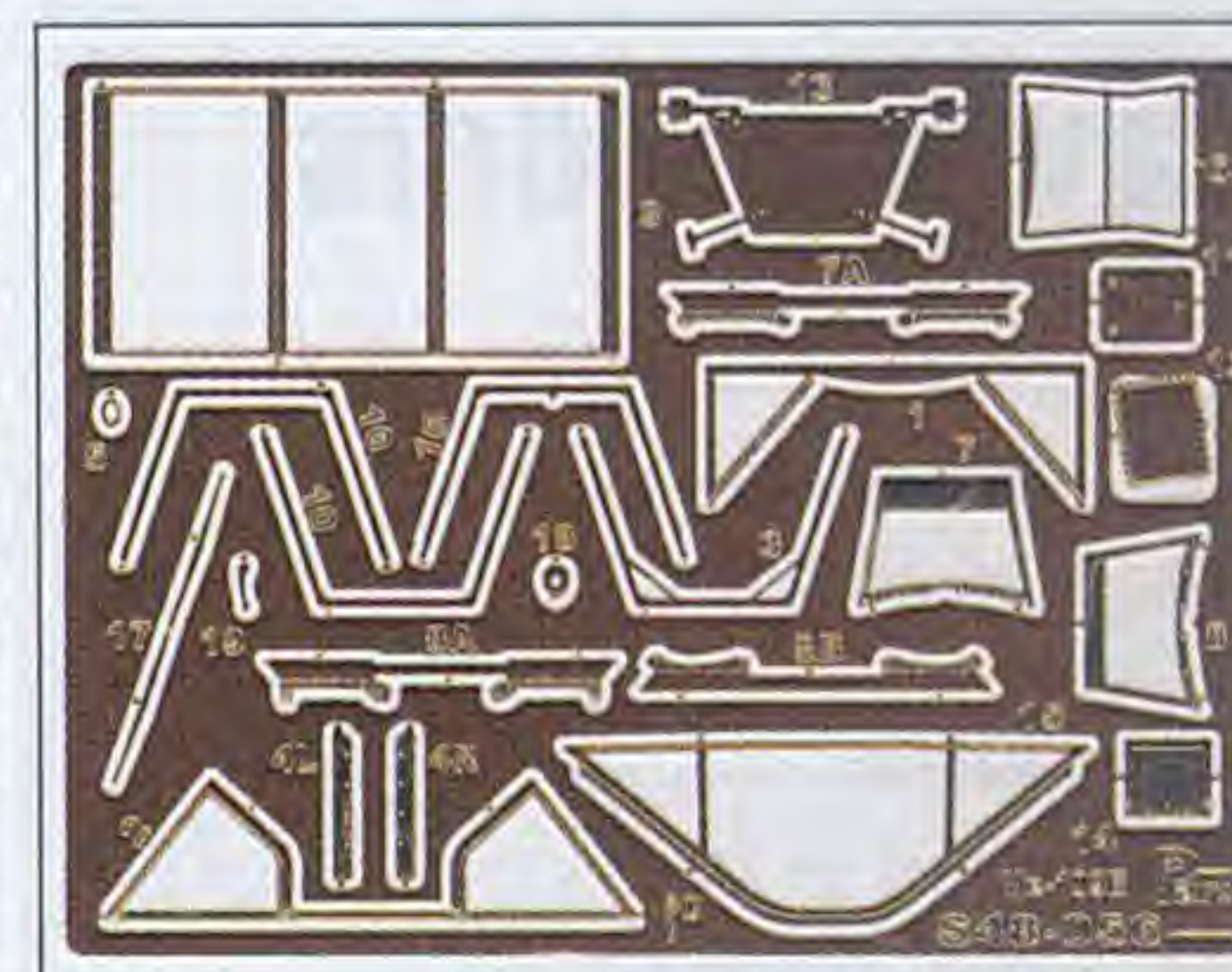
Scale: 1/48th **Product No.:** S48-056

Type: Canopy Frame Set

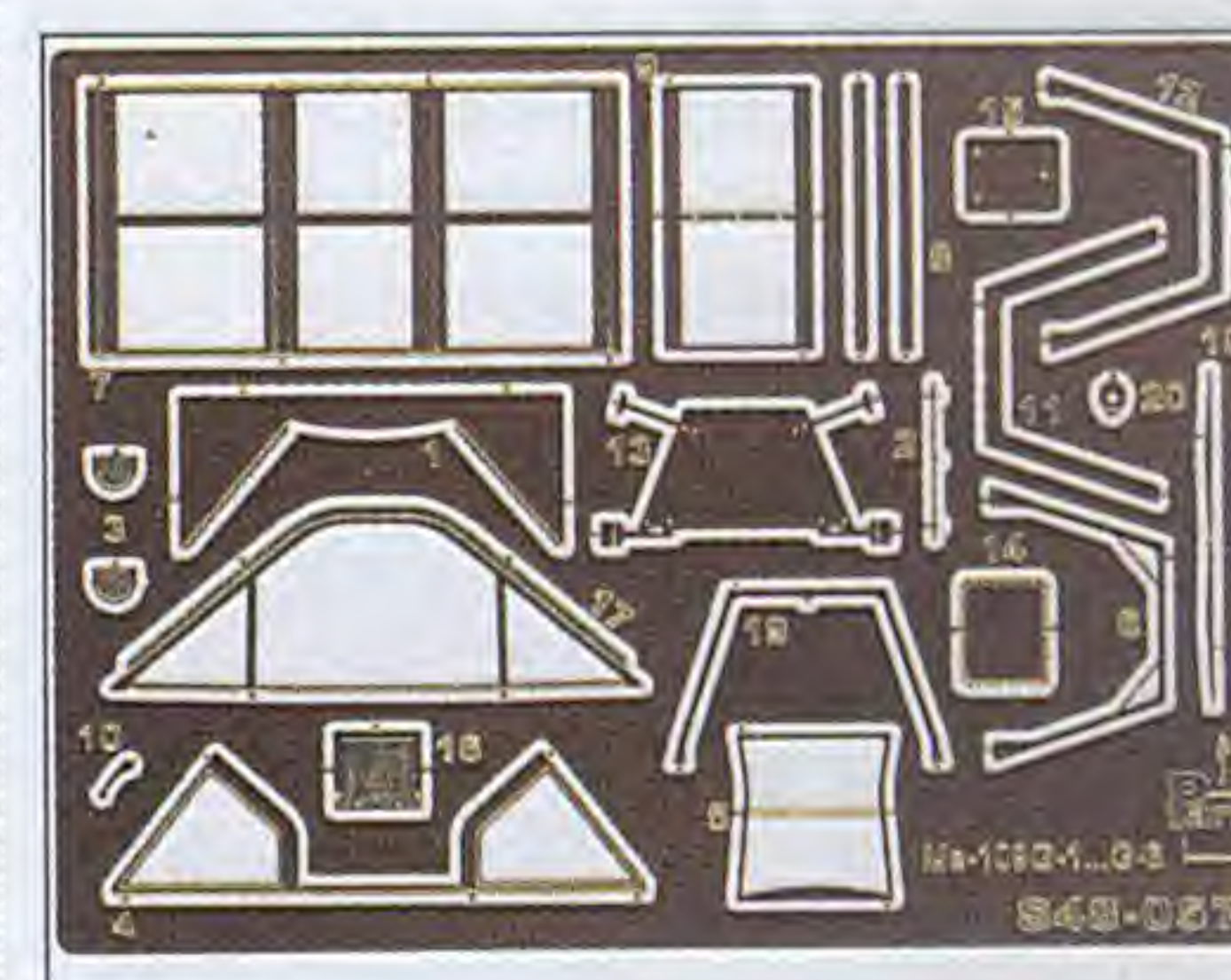
Designed for: Hobbycraft kits

Parts: Etched Brass 23, Acetate 10 **Price:** £TBA

This is another set of replacement canopy frames, although this one includes all the glazed sections as acetate. Three styles of armoured windscreen are given, and there is even the option for the Galland version with the sight coming through it. Standard head armour is also included.



S48-056 (Hobbycraft)



S48-057 (Hobbycraft or Hasegawa)

Subject: Messerschmitt Bf 109G-1 to G-6

Scale: 1/48th **Product No.:** S48-057

Type: Canopy Frame Set

Designed for: Hobbycraft or Hasegawa kits

Parts: Etched Brass 22, Acetate 7 **Price:** £TBA

This is the final set of canopy frames in this selection and it fits all G versions of the Bf 109 up to the G-6. The set can be used on either the Hobbycraft or Hasegawa kits, and as well as containing the usual frames, glazing panels and head armour, this set also includes the cold air scoops seen on the tropical versions.

Conclusion

PART are currently offering some of the best etched detail sets around. The Aviatik set is a real gem, and those canopy sets look... challenging!

Our thanks to Jadar-Model for the review samples.

Pend Oreille Model Kits

1/48th Scale

Subject: Spitfire Mk I/V

Scale: 1/48th **Product No.:** 48PO-A81

Type: Control Surfaces

Designed for: Tamiya kits

Parts: Resin 7 **Price:** \$TBA

This is a simple but effective set of control surfaces for the Tamiya kits. The new resin pieces are direct replacements for the kit areas once you have removed them, and will offer a quick and effective way of displaying these areas more realistically.

Subject: Bloch MB.152

Scale: 1/48th **Product No.:** 48PO-A265

Type: Control Surfaces

Designed for: Classic Airframes kit

Parts: Resin 7 **Price:** \$8.50

This set offers replacement control surfaces for the recent Classic Airframes kit. The seven resin pieces are direct replacements for those areas you will remove from the kit.

Conclusion

Excellent and effective alternatives for those of you who do not want, or are not confident, to modify the kits.

NOTE: POMK have assured us that the Bloch MB.152 detail parts we reviewed in

the September issue (See Vol 5 Iss 9 Page 659) are all new toolings, and although based on their new Bloch MB.152 kit, are intended as replacements for the parts in the Classic Airframes kit as well.



48PO-A81 (Tamiya)

Our thanks to POMK for the review samples.



48PO-A265 (Classic Airframes)

AccessoryNewsAccessoryNewsAccessoryNewsAccessoryNewsAccessoryNews

removing chocks {£3.90} [wm]
DDM48.014 - Pilot discussing sortie with Ground Crew Man {£3.90} [wm]
DDM48.015 - Mechanics working on aircraft {£3.90} [wm]
Samples via - Parabellum

Tarmac

1/48th Scale

TAR48509 - US Carrier Flight Deck, WWII {99FF to 340FF} [i/eb]*
TAR48511 - Rounded Glass for Vehicle & Aircraft Lights {20FF} [gl]

* Note that these come in packs of two, four of eight sprues and are indicated by an 'A', 'B' or 'C' after the product number. Samples via: Poids Lourdes et Cie

CMK

1/48th Scale

4035 BMW 801 Engine {£8.15} [r/eb]
Sample via: Hannants

Verlinden Products

1/72nd Scale

Subject: Curtiss P-40N

Scale: 1/72nd **Product No.:** 1451

Type: Update Set

Designed for: Hasegawa kit

Parts: Resin 14, Etched Brass 35 **Price:** £9.95

This set allows you to install a completely upgraded interior into the Hasegawa kit. The new resin cockpit comprises floor and sidewalls, control column, forward bulkhead and instrument panel. The rear decking, bulkhead and seat complete the interior detail.

Externally you get an engine insert, that will allow you to remove one side panel and expose that element of the 'engine'. Final details include new resin wheel well inserts, etched flaps, etched main wheel doors, cooling gills, a resin drop tank, etched tailwheel doors and etched rudder actuator horn.



Resin & etched components from 1451 (Hasegawa)

Subject: Bell P-39N/Q

Scale: 1/72nd **Product No.:** 1454

Type: Detail Set

Designed for: Academy kit

Parts: Resin 21, Etched Brass 43 **Price:** £14.95

This set offers a resin cockpit interior for the Academy kit. Externally there is a section of the engine, which can be exposed with the removal of certain panels. There is also a new etched nose wheel well, as well as nose and main wheel doors. A resin section of the nose bay exposing a bit of the cannon ammo feed is included, and this can be exposed by removing areas from the kit's fuselage. The final details in the set include the cooler matrices and shutters and a complete set of flaps.

1/48th Scale

Subject: Lockheed F-117A Stealth

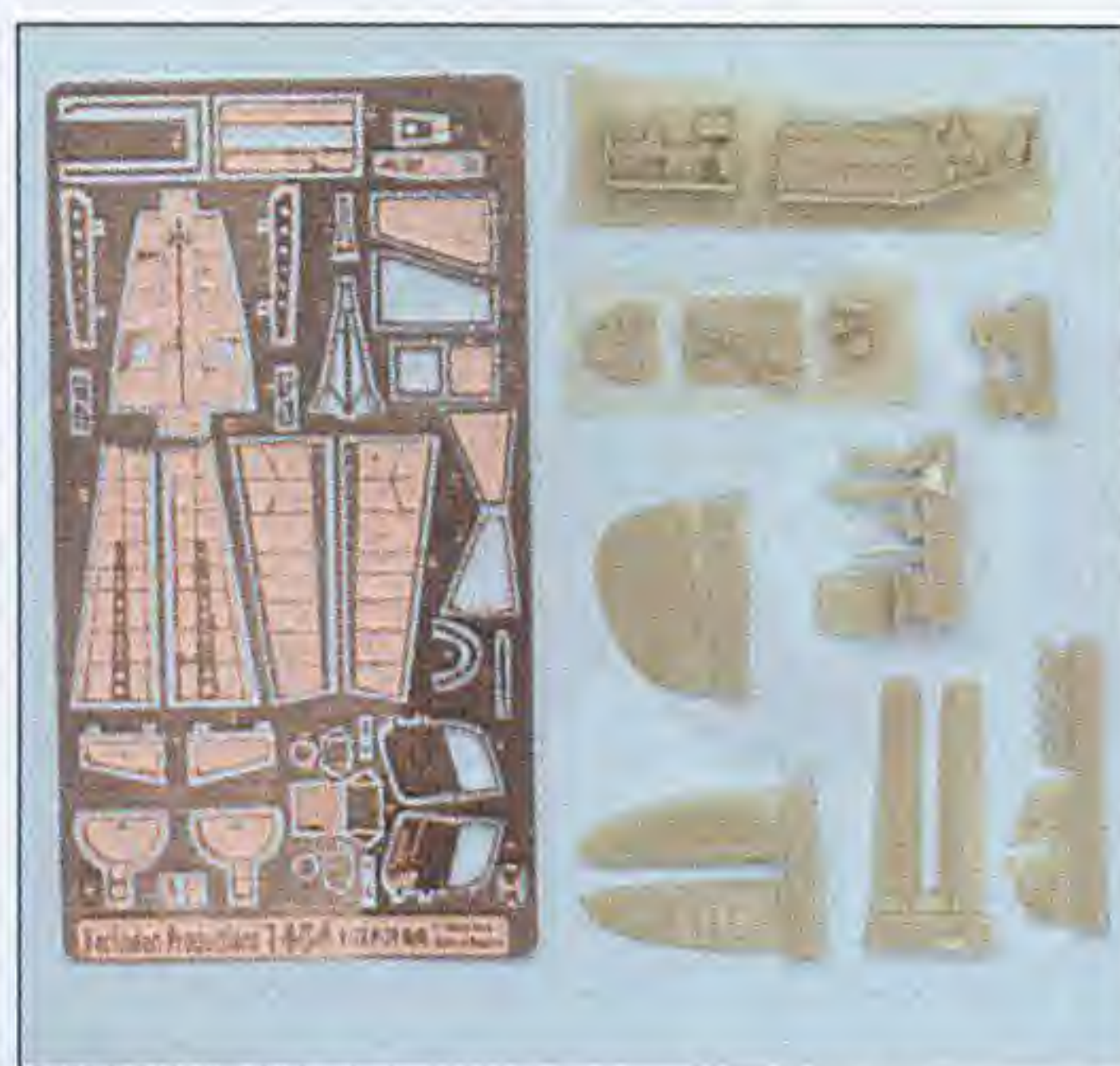
Scale: 1/48th **Product No.:** 1418

Type: Detail Set

Designed for: Tamiya kit

Parts: Resin 17, Etched Brass 38 **Price:** £TBA

This set offers two resin LGBs for the bomb bay of the Tamiya kit, along with a new rear



Resin & etched components from 1454 (Academy)



Resin & etched components from 1418 (Tamiya)

bulkhead, ejection seat and canopy interior in resin for the cockpit. The remaining details are all etched brass and these include the canopy sills, sidewalls, HUD frame, ejection seat rails and two airframe panels. Note that the kit's box top shows a model with resin 'weighted' wheels, but none are included in this set.

Subject: US Air Force Bomb Loader

Scale: 1/48th **Product No.:** 1427

Type: Accessory

Designed for: N/A

Parts: Resin 33 **Price:** £TBA

This set offers an MJ-1 bomb loader as used by the USAF. Most of the components are used to make the bomb loader itself, but there is also a 1,000lb bomb body and a LGB head in a crate to go with it.



The components of 1427

Subject: de Havilland TR.33 Sea Mosquito

Scale: 1/48th **Product No.:** 1465

Type: Conversion

Designed for: Tamiya kit

Parts: Resin 31, Etched 74 **Price:** £18.75

This set is designed to convert the Tamiya Mosquito FB Mk VI/NF Mk II kit into the TR.33 Sea Mosquito. For the interior you get the scope for the APS-4 (ASH) radar, but most of the conversion parts are restricted to the exterior. Here you get the wing folds in etched brass, new four-blade Fairey propellers, reduced diameter main wheels, Dowty oleo-pneumatic undercarriage legs, RATO bottles, arrestor hook and mounting plate, ASH pod radome, torpedo and the enlarged elevators of the type. It is good to see both styles of ASH pod in the nose, as some TR.33 (especially post-war ones) had the pod made more streamlined. The only things missing in the set are the naval radio equipment from the cockpit interior (which is not noticable) and the bulged glazing on the port side of the canopy (which is!).



Resin & etched components from 1465 (Tamiya)

1/32nd Scale

Subject: McD D F-4D Phantom II

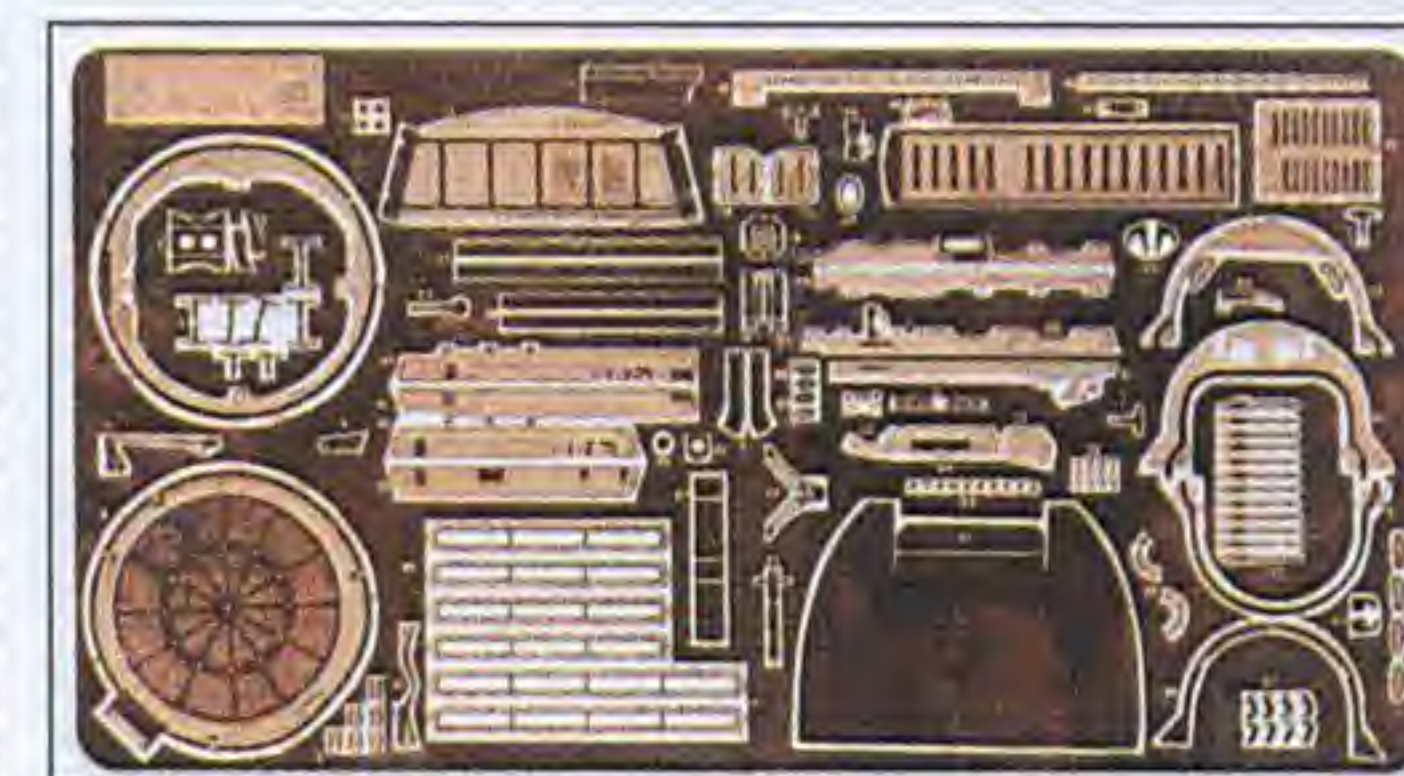
Scale: 1/32nd **Product No.:** 1406

Type: Detail Set

Designed for: Tamiya kit

Parts: Resin 34, Etched 130 **Price:** £18.75

This is a very involved set which totally upgrades the interior of the Tamiya kit. The main resin component is the new cockpit tub, into which go the new ejection seats, instrument panels and sidewalls. The remaining resin parts include the radar unit and all its associated equipment. All of the remaining details are in etched brass and with over 100 of them, you get some idea of how involved this set is. There are a number of parts included in the set that will not be



The etched fret from 1406 (Tamiya)

appropriate to the model you are making, so good reference material is advisable before you consider using this set.

Subject: Grumman F6F-3/5 Hellcat

Scale: 1/32nd **Product No.:** 1435

Type: Detail Set

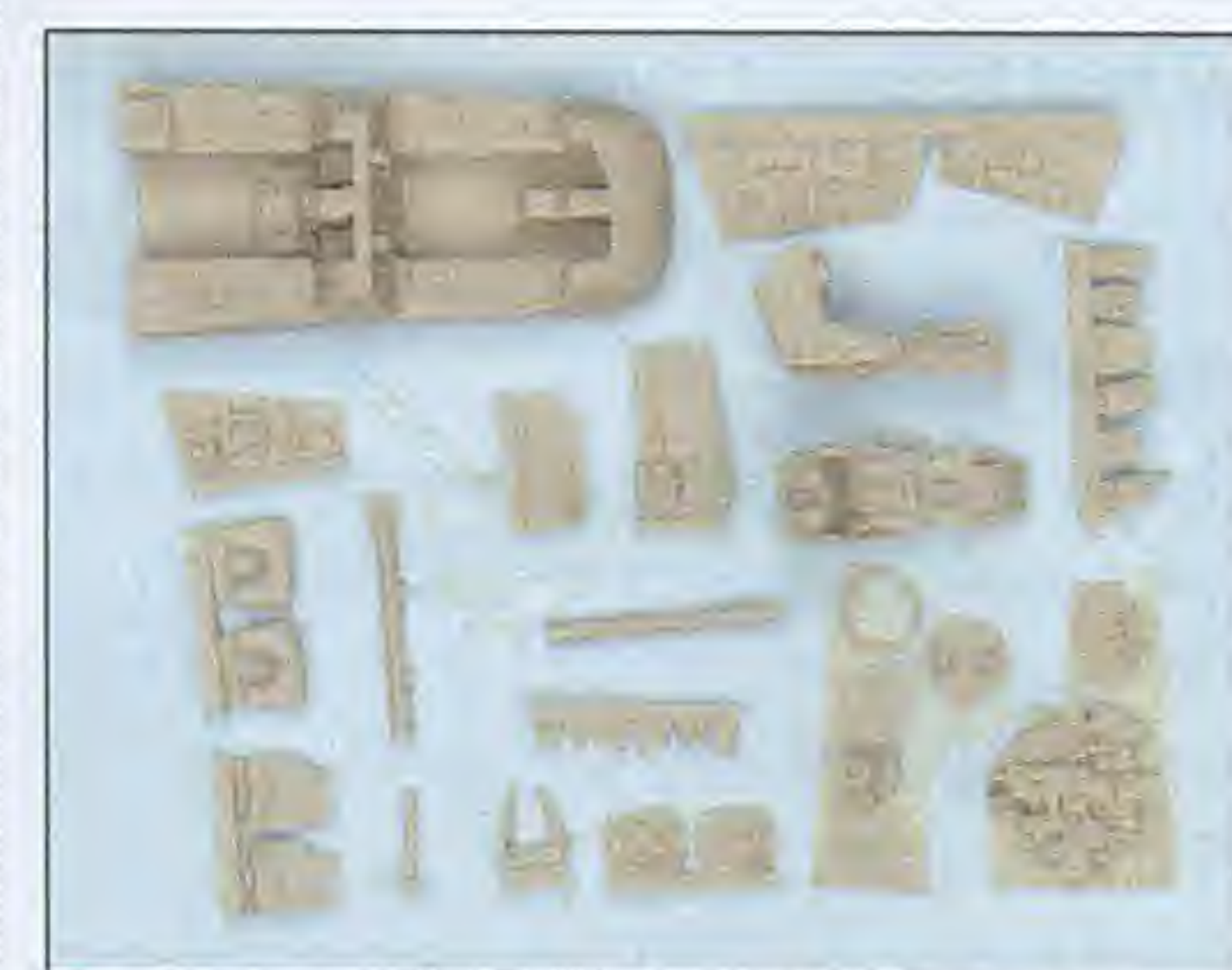
Designed for: Hasegawa kit

Parts: Resin 18, Etched 18

Also Includes: Plastic Rod, Plastic Tube and Lead Foil

Price: £TBA

This set offers a new cockpit interior and the option to open one of the wing gun bays. The cockpit interior is made up of as resin floor, sidewalls, front and rear bulkheads, pilot's seat, head armour, control column and instrument panel. The seat harness in this scale is supplied as buckles only, and you will have to make the belts themselves out of the lead foil that is included. The gun bay is made up of the gun breeches and ammo belts in resin, and the ammo tracks and access panel in etched brass. No interior structure is included for the guns themselves, so the modeller will need additional reference material to fabricate this item.



The resin components from 1406 (Tamiya)



The resin and etched brass components from 1435 (Hasegawa)

Conclusion

The production quality of each of these sets is extremely high and they will offer a level of detail to the finished model that I am sure most modellers will be delighted with. The retail prices don't seem too high for what you are getting, and it is nice to see some more unusual subjects being tackled by VP.

Our thanks to Historex Agents (the UK distributor for VP) for the review samples.

Cobra Company 1/72nd Scale

72006 - F8F Bearcat Detail Set (Revell-Monogram) {£13.95} [r]

1/48th Scale

48015 - Martin Baker Mk 5 Ejection Seats for early F-8s and Vietnam era F-4s {£6.95} [r]

48016 - UH-1N 'Marine Huey' Update & Detail Set (Italeri) {£15.95} [r]
Sample via: Hannants

NOTE:

Items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in { } are

the know price and those in [] indicate the medium used as listed below

Key

dec = Decals
eb = Etched Brass (or Steel)
gl = Glass
i = Injection Moulded Plastic

r = Resin
vf = Vac-formed Plastic (or Clear)
wm = White Metal (or Pewter)

CENTURY SERIES

The Deuce

1/48th
SCALE

MONOGRAM

Convair's F-102 Delta Dagger

by Prof Steven J. Corvi

History

The first of the Convair delta wing Century series aircraft commenced with the early XF-92A delta wing research platform. The intended early powerplants for the YF-102A and F-102A, (Wright J67 and the Westinghouse J40) did not come to fruition and the Pratt and Whitney J-57P-23A and 25 axial flow engines were ultimately used. The first YF-102A flew on October 24 1953 with Richard L. Johnston in the cockpit. This example was destroyed in a flight accident on November 2 1953. The second airframe was successfully flown and tested on January 11 1954 and subsequently the first production F-102 flew in March. These early airframes did not meet the performance specifications of the USAF or Convair. There were some teething problems that had to be solved by Convair. The F-102 had a high transonic drag, low thrust-to-weight ratio, high speed yaw problems (a common problem with many of the early supersonic aircraft), and it was

not capable of supersonic speed in level flight. (Also another quick note - all the operational F-102s were not capable of supersonic speed with the wing tanks fitted).

Convair made many changes to the airframe including a relocation of wing and tail surfaces and an enlargement of the vertical tail surface. These changes made for a more inherently stable platform for supersonic flight. The most significant problem faced by the design engineers was the fuselage shape and the area rule principle. This stated that the shape of the cross-sectional should be a smooth curve with no protuberances or indentations. The most feasible way to correct this problem was to make a 'Coke' bottle shaped fuselage. These changes ultimately produced an operational airframe for the USAF. In April of 1956 the F-102A entered service with Air Defence Command at George Air Force Base with the 427th Fighter-Interceptor Wing.



The box art of the recent Pro-Modeler release of the F-102

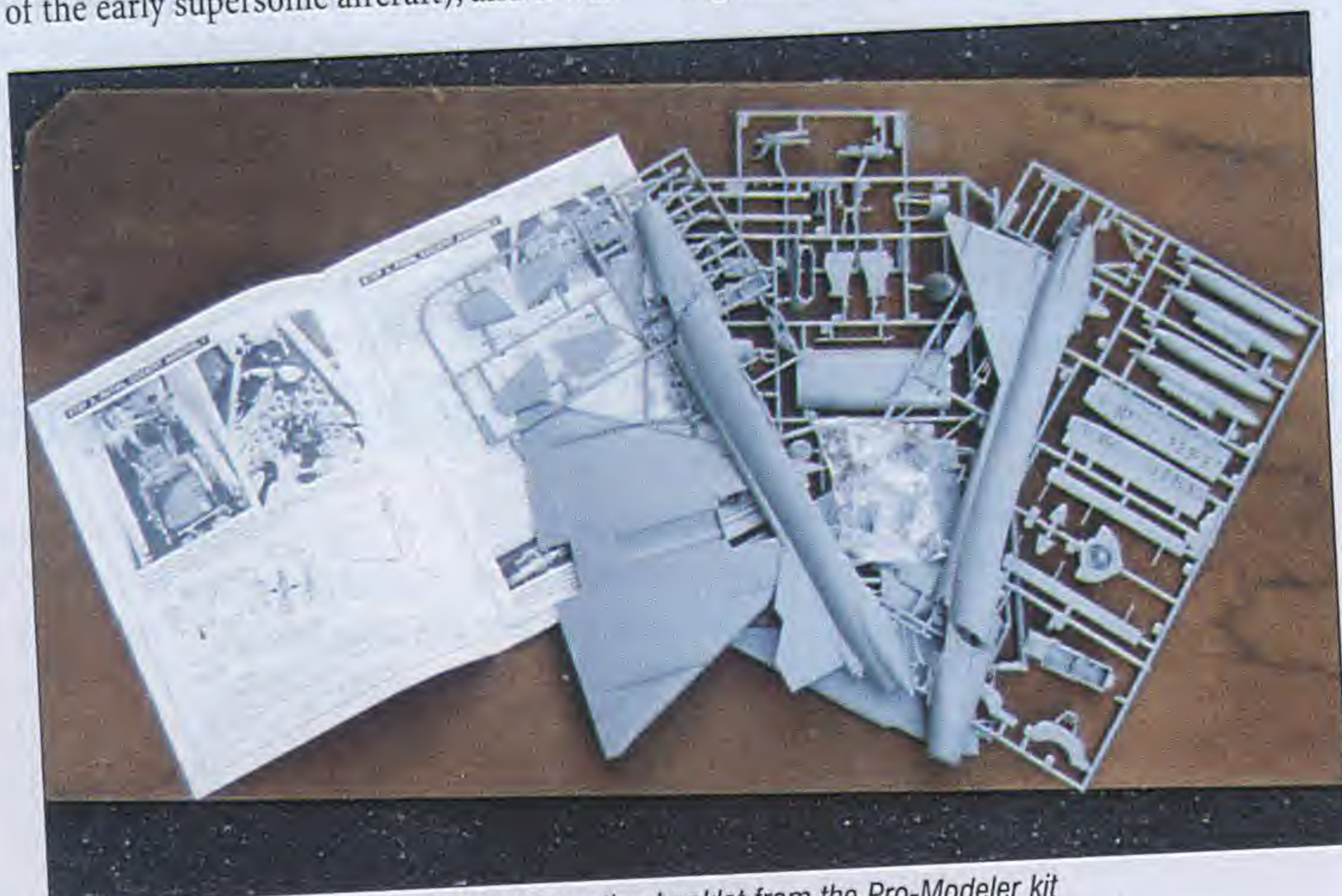
The aircraft was to go through more incarnations with the Case X and Case XX (beginning with 56-1317) wing designs that were to improve performance. The original Case X wing was characterised by an upturned and blunted wing tip and the elevons were rectangular in shape. In contrast, the Case XX wing had turned down and rounded wing tips and elevons that were enlarged with angular outer edges. The new Case XX wing improved the slow speed performance envelope and increased manoeuvrability. The 'Deuce' employed the GAR-1 fire control system with the AIM-4 Falcon missile system (infrared and radar guided) and the nuclear capable AIM-26.

The F-102 was considered an interim aircraft until the F-106 would come out. With all the delays in the F-106 program, the F-102 was to serve a longer operational career than originally intended. It served briefly in Vietnam in March 1962 when it was deployed to Tan Son Nhut Air Base. The four aircraft came from the 509th Fighter Interceptor squadron based at Clark Air Force Base in the Philippines. These aircraft were to defend South

Vietnamese airspace from unidentified incursions. A 'supersonic' presence over the skies of Vietnam was the intention of the State Department.

The Kit

The Monogram Pro-Modeler F-102 Case X wing (kit #5923) is the best 1/48th scale representation of the 'Deuce'. A nicely detailed kit (raised panel lines; you can't have everything) with an excellent instruction booklet including photographic coverage of the real aircraft. It also has an extra sprue with access ladder, and two ground crew personnel which is a nice touch. This issue differs from the regular F-102 incarnations in 1/48th by including the Case X wing and also the extra ground personnel and the new nicely printed decal sheet and excellent set of instructions. These instructions should be an example for all other companies to emulate. The kit decals allow the builder to make a 'Deuce' from 'Flying Yankees' 118 Fighter Interceptor Squadron, Connecticut Air National Guard, 1969 or a 509th Fighter Interceptor Squadron, based in Thailand in 1962. I, of course, chose the Thailand bird because it



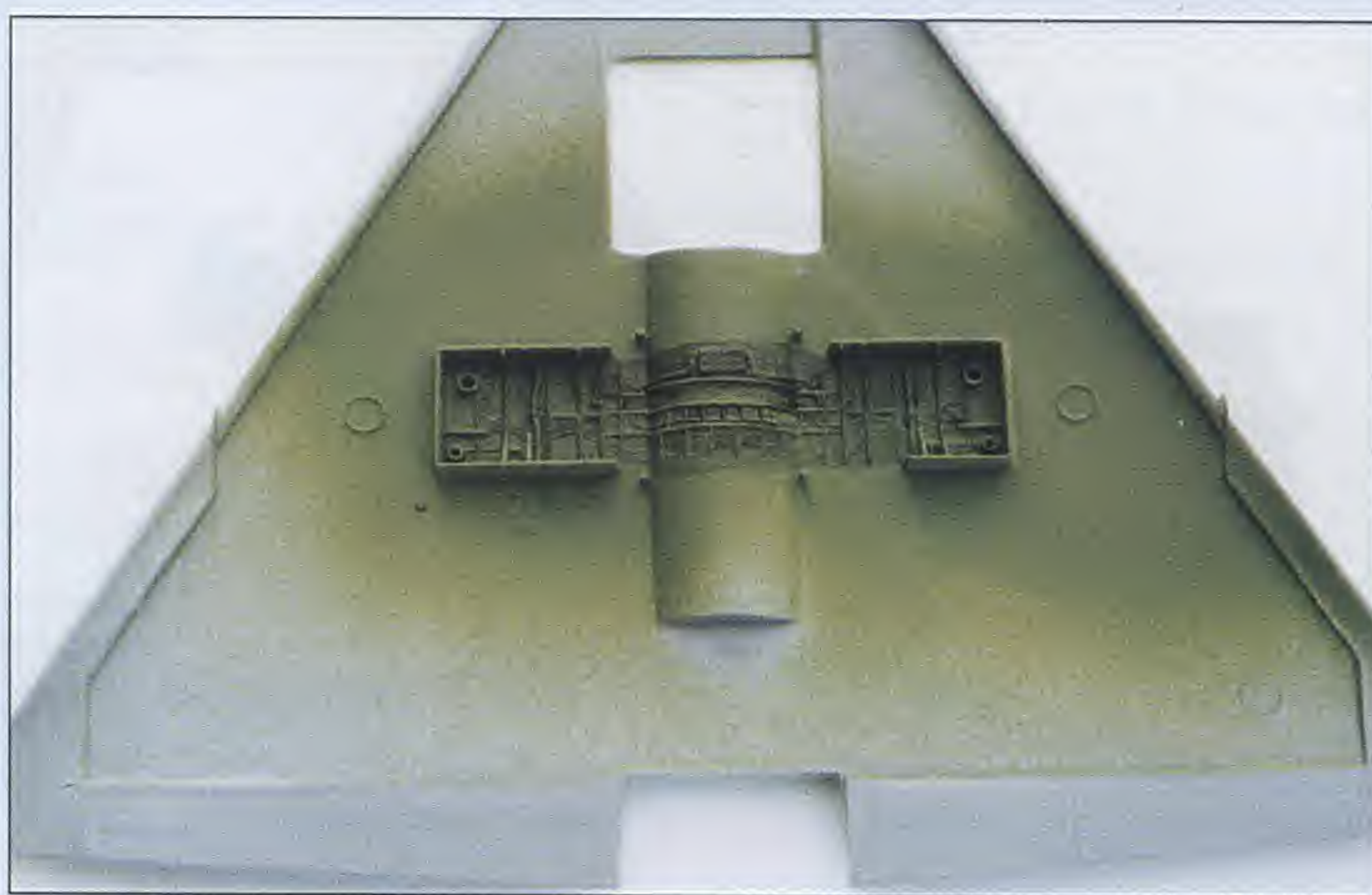
The kit components and the excellent instruction booklet from the Pro-Modeler kit



The ejection seat once completed



The instrument panel suitably painted



The main wheel wells after painting and a colour wash



A look down into the afterburner 'can'



The cockpit tub after painting



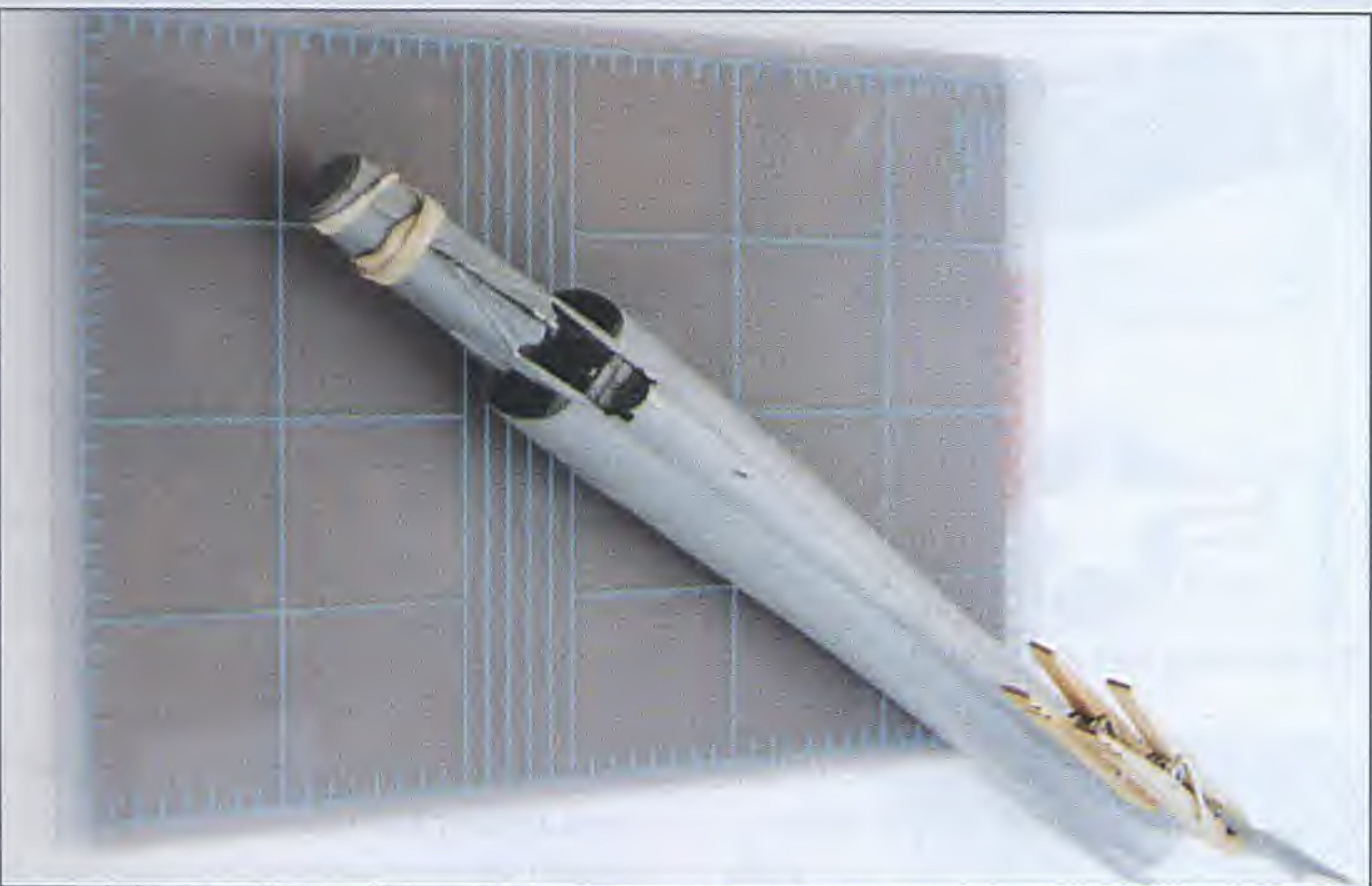
The Case X wing included in the Pro-modeller kit



Both the nose and tail areas of the fuselage are sprayed matt black



Starting to look like a 'Deuce'



The fuselage halves cemented together without too much fuss



Smaller parts during assembly and painting



Rescribing the panel lines is not too much of a hassle



The main airframe and drop tanks after the first coat of ADC Grey



The underside after a coat of ADC Grey

depicted the types' first introduction into the Vietnam conflict (pre-Gulf of Tonkin resolution, 1964).

This is another one of those kits that has become a highly desirable collector's kit, but I feel it is the best representation of the F-102A. The major weakness again, and with all the Monogram 1/48th scale century series aircraft, is the raised panel lines. The level of detail and fit of the

I began by assembling and painting the cockpit and ejection seat. The cockpit tub, instrument panel and ejection seat were sprayed in Testors (enamel) Navy Aggressor Grey. Once this was dry, I assembled the appropriate bits. The tub was then picked out with Gunze Sangyo acrylic flat black and the panel lights and indicators were painted with gloss white and red. I glued the yoke into the tub and



The tip of the fin was masked and sprayed Insignia Red

parts represent some of Monogram's best tooling. I highly recommend this kit to any and all builders interested in the subject matter.

Construction

Out with the wet and dry to rectify the panel lines and re-scribe new ones. Again, like the F-106, this is not a particularly difficult task since most of the areas to re-scribe are nice flat non-curved



The anti-dazzle panel on the nose suitably masked and sprayed black

put it aside. The ejection seat was modified slightly with fuse wire to represent some of the plumbing that is apparent on the seat. I then picked out details with washes of gray. The seat pack was painted Olive Drab and the headrest and arm rest were painted Insignia Red. Once this was dry I painted the ejection firing handles yellow and black. I finished off the seat with a dry-brush of buff for the seat belts and aluminium for the buckles.



Most of the decals are on now, just the final detail parts to be installed

surfaces due to the delta wing configuration. Even the fuselage halves are simple surfaces to re-etch. After the main components that make up the airframe were re-scribed, I brushed the surface with household abrasive powder cleaner and a toothbrush. This thoroughly cleans out the re-scribed lines (the same method I used on the F-106). At this point I decided to polish the surface with Novus plastic polish. It is much easier to polish the surface before assembly.

I then moved forward into the exhaust assembly and glued the halves together and painted them with Alclad X. This was dry brushed with SnJ aluminium powder to bring out the afterburner details. The fuselage halves were sprayed with flat black in the cockpit area and the afterburner was cemented into the halves. Then the fuselage was cemented and clamped with no appreciable gaps or seams apparent. The way I like it!

With the fuselage halves assembled my attention turned to the massive delta wings. I sprayed the main wheel well area and the nose wheel area with Testors (enamel) Interior Green and once it was dry I used a black acrylic wash to weather the wells. I dry fitted the wing assembly and fuselage and sanded down the mating surfaces for a nice flush joint. This being a stress free chore, I then proceeded to construct the fuselage and wing assemblies with little trouble. The main airframe required only a minimal amount of filler which I then proceeded to sand

Testors (enamel) Grey Primer. All the trouble spots were handled with a light sanding and then re-sprayed; there weren't too many. I proceeded to sand down the whole primed surface with 6000, 8000 and 12000 sand paper to make a clean and smooth surface for the gloss-coat of ADC Grey. The 'Deuce' was now ready for its paint. Up to this point, the only area I want to point out as a potential trouble spot is the fitting of the intakes. Extra time spent here will make for a less stressful experience. Dry fit twice, glue once!



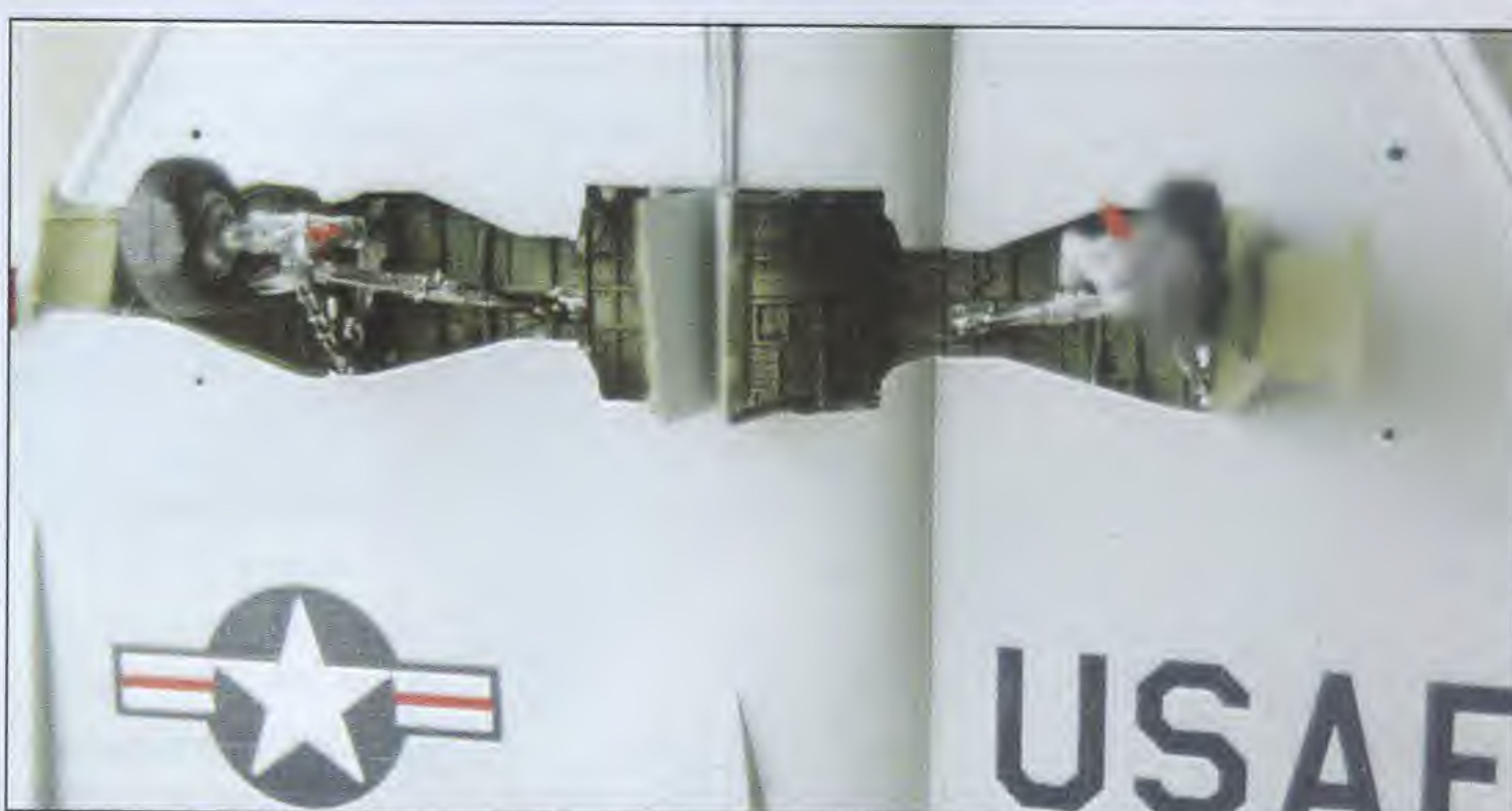
The final glossy coat of ADC Grey

down and prepare for the primer coat. Once all this was completed, I turned my attention to gear doors, airbrake unit and nose cone.

I decided to paint the gear doors and airbrake doors on the sprues to speed up the whole process. They were sprayed Testors (enamel) Interior Green again. I

Painting

The whole airframe and wing tanks were painted with Testors (enamel) ADC Grey and the coverage was excellent. I let this dry and re-coated again within two hours. I let this paint cure for 48 hours before applying the gloss coat. I used a lacquer gloss coat from Testors and this produces a



The main wheel wells look most effective once completed

proceeded to spray the nose cone in flat black and then gave it a coat of Testor Lacquer Gloss coat. Since I did not know if I was going to employ the wing tanks I assembled and primed these elements. In the end I decided to drop them and make an aircraft ready for supersonic flight. At this stage I masked off the main airframe and sprayed it with

nice smooth and shiny surface. It dries in about an hour and fully cures in about twelve. I let the gloss coat dry overnight and then proceeded to lightly wet sand the whole surface with 8000 and 12000 sandpaper. This polishes and blends any minor incongruities and makes a nice surface for the decals to settle in on.

Before decalling, the anti-glare panel



The completed model on a suitable base with a groundcrew figure boarding



Close up of the ground crewman boarding the access ladder

and tail fin flash was painted. I masked out the nose area and painted the anti-glare panel flat black. A simple but necessary task. I then painted the fin flash and wing fences with Insignia Red. The wing fences were painted by hand and the tail was masked and sprayed. With all looking well, I turned my attention to the intake area. I proceeded to mask and spray the area with Tamiya Flat Aluminium and then buffed in some SnJ aluminium polishing powder. This made a highly reflective surface like the aircraft I saw at Travis Air Force base last year. With these tasks accomplished it was time to give the 'Deuce' some gears and wheels.

Undercarriage

The main gear and nose oleos were painted with Floquil Aluminium and dry-brushed with Oxidised Aluminium. This results in a well worn and metallic looking gear set. The tyres were painted with Gunze Sangyo Tyre Black and then cemented to the main oleos. The nose gear went through the same incarnation. Since the nose and main gear wheel wells were already painted this was a fairly simple procedure. Monogram also included nice locators for the oleos and they fit snug into the wells.

At this stage, I also cemented the airbrake assembly into place after painting the actuator arms with a Testors (enamel) Steel. The airframe sits nicely without any tail sitting, so no weight was added to the nose cone. Now the 'Deuce' was up on its own legs and ready for decalling.

Decals

Again, I chose markings for the 509th Fighter Intercept Squadron and the decals were of very good quality and adhered very well to the gloss surface. The decals reacted well with the MicroScale system. The markings are straightforward and one only has to match the wing fences and tail stripe to the colour of the decals to have a good representation.

The Pro-Modeler selection here provides the modeller with a nice straightforward kit with a high quality decal sheet that is equivalent to AeroMaster or Cutting Edge. The decals are thin, have a glossy carrier film, and furthermore the colours are vibrant and in register. At this stage, I cemented the nose cone and pitot tube to the airframe and all looked well.

Canopy and Cockpit

The fit of the windscreen was flawless so I decided to paint the transparencies first. I

masked out the windscreen and main canopy with Tamiya masking tape and proceeded to spray both with Testors ADC Grey. Once this was dried, I re-masked the main canopy and sprayed the trim framing with Insignia Yellow. This went well, with little trauma and I then cemented the main canopy to the canopy frame. This was a little tricky since the frame and canopy did not match exactly so I coaxed the fit with a drop of superglue and Voila! I proceeded to attach the windscreen and main canopy unit with watch crystal cement. This stuff is strong and dries crystal clear. Now we have a nice 'Deuce' ready to take on all comers - Interceptor supreme!

Conclusion

This was a very enjoyable kit to make and is at the level of all but the most inexperienced modeller. It was very similar in build-up to the Monogram F-106 kit, but had some extra add-ons that are very nice. Some of the elements of this kit are of the highest quality and hopefully will find their way into future Pro-Modeler releases. At the original offering price (\$22.95) this kit was a good bargain, but it has crept up since it was discontinued and has now become desirable to the collector market. It is by far the best and only representation of the F-102 in 1/48th scale and the only major drawback is of course the raised panel lines, but otherwise a very buildable and impressive kit for any collection.

I sincerely hope Monogram re-release this kit and make it available to the modelling public again. I heartily recommend this kit, so if you see one, then most definitely pick it up; you will not be disappointed.

Next stop - Kelly Johnson's Starfighter.

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Koko Fan Illustrated,
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J.D. Ragay
F-102 Delta Dagger in Europe, Squadron/Signal
Publications: Carrollton, Texas, 1991

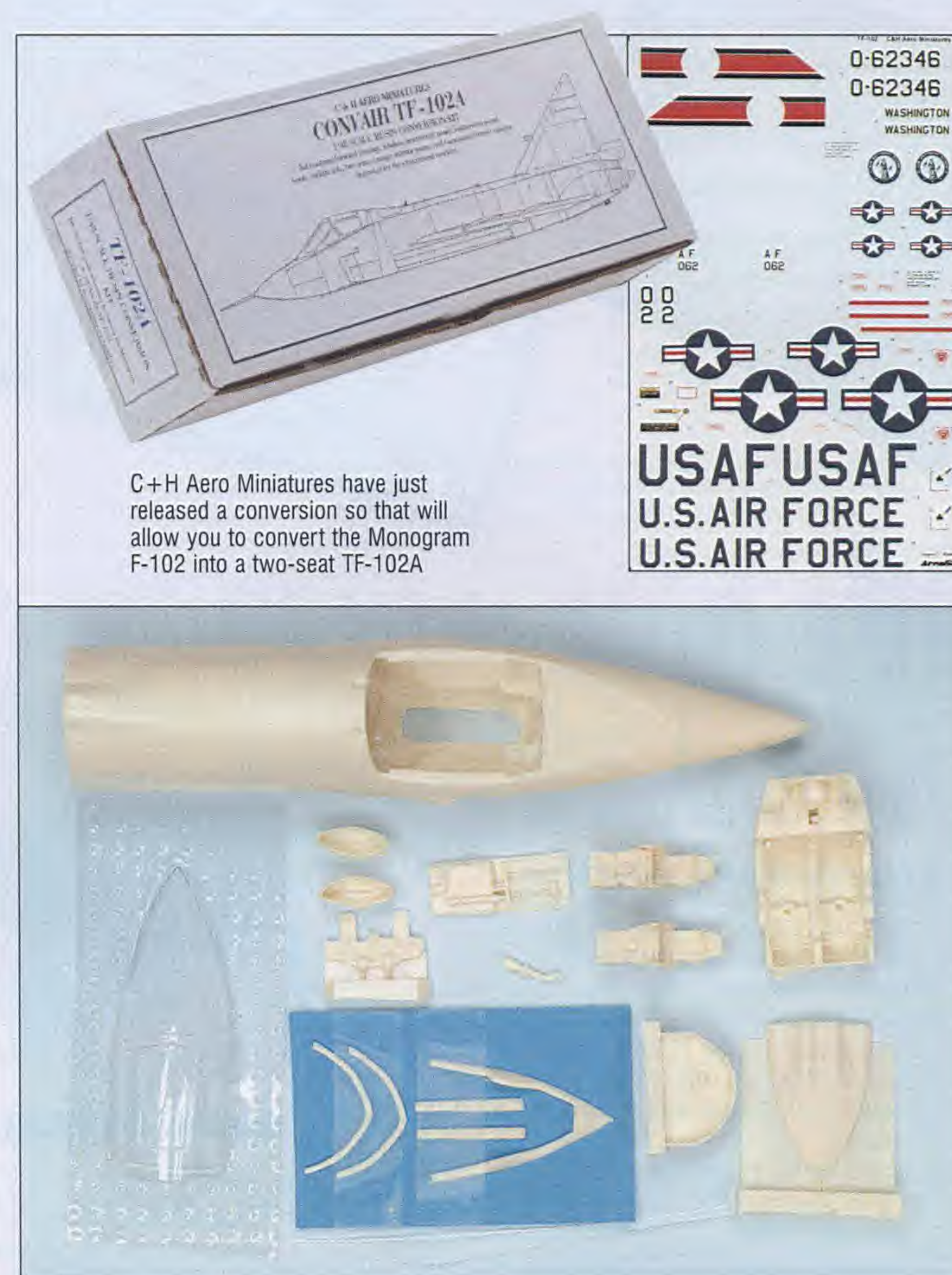
Addresses

Tamiya Paint
Tamiya Inc., 3-7 Ondawara, Shizuka-City,
Japan.
UK Importer: Richard Kohnstam Ltd, 13-15a
High Street, Hemel Hempstead, Herts. HP1 3AD

Tel: 01442 261721
Fax: 01442 240647
US Importer: Tamiya Americ Inc, 2 Orion, Aliso
Viejo, CA 92656, USA.

Testors Paint
The Testors Corporation, 620 Buckbee Street,
Rockford, IL 61104, USA
Tel: 815 962 6654
Fax: 815 962 7326
or
Testors Canada, 206 Milvan Drive, Weston,
Ontario, M9L 1Z9, Canada.
Tel: 416 742 1626
UK Importer: Richard Kohnstam Ltd (See
address elsewhere)

MicroScale System
Microscale Industries, PO Box 11930,
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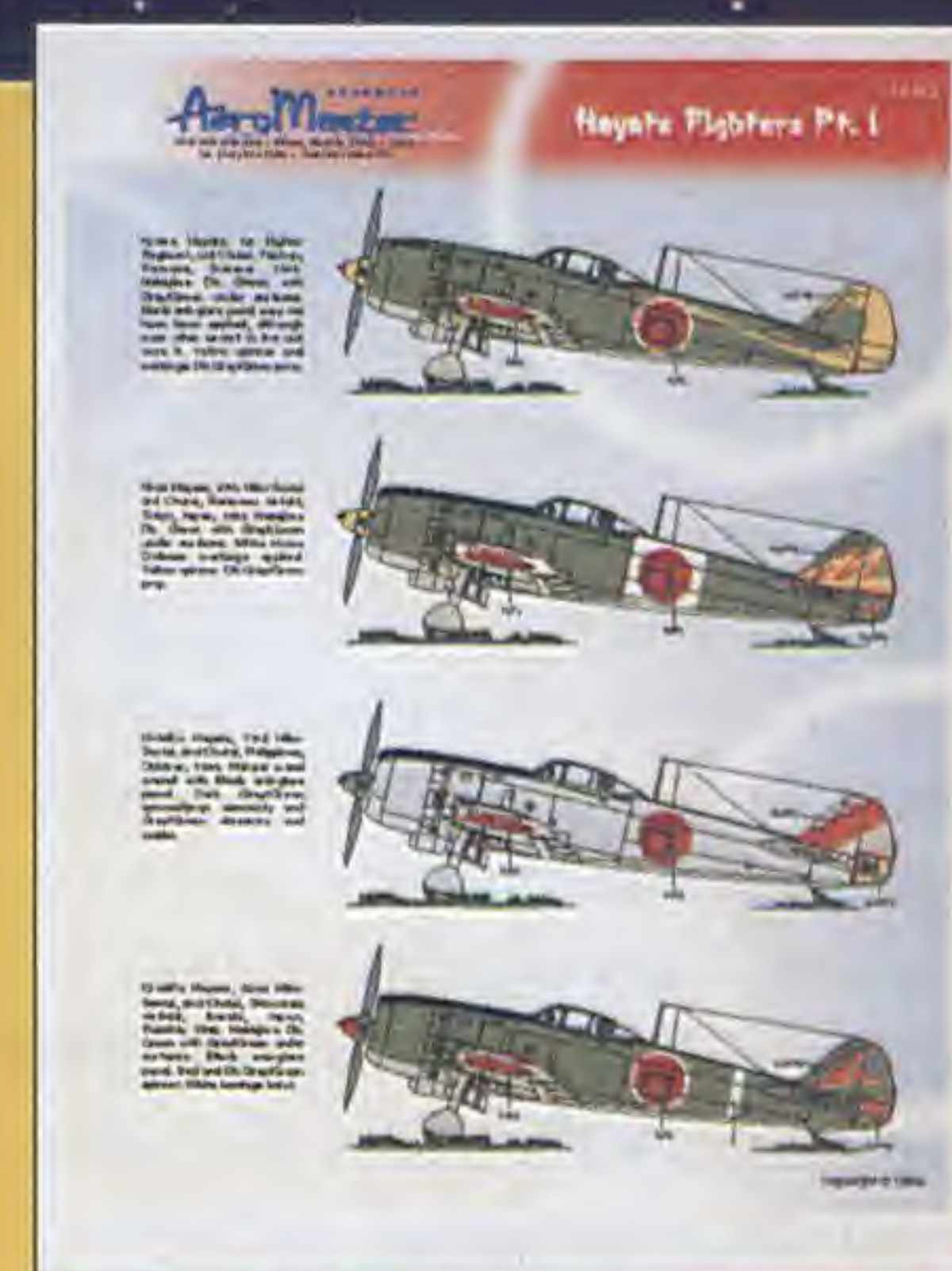
C+H Aero Miniatures have just released a conversion so that will allow you to convert the Monogram F-102 into a two-seat TF-102A



Just in case we forget what the real thing looks like. Here is an example that I photographed at Travis Air Force Base in July 1998.



48-466



48-462 Hayate Fighters Pt. II

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48-443 Supermarine Seafires Pt. III

- 1: Westland built Seafire Mk III, NN300, D-5 Zero, 807 Sqdn, Lt Cmdr George Baldwin, Singapore, 1945.
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- 3: Seafire Mk III, Escachille 1.F, de l'aeronautique Navale, Indochina, 1948-49.
- 4: Seafire Mk IIG, code believed to be C-A or S-A, flown by Maj Al Wright, 809 sqdn, Italy, 1943.

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- 1: Bf 109F-2 of OBLT, Max Hellmut Osterman, Sta Kapt of 7/JG54, Fall 1941.
- 2: Bf 109F-2 of Hauptman Reinhart Sailer, Kdr 1/JG54, August 1941, Eastern Front.
- 3: Bf 109F-2 flown by Major Trautloft, Stab. JG54, early 1942, Syverskaya, Russia.
- 4: Bf 109G-6 flown by Hauptman Anton Hackl, III JG/II, Germany, early 1944.

48-461 Augsburg Eagles Pt. XI (Bf 109 F/Gs)

- 1: Bf 109F-2 flown by Hptm. Franz Schieb belonging to Stab/JG53, Biala-Zerkow, Russian Front, mid 1942.



48-463

48-463 Hayate Fighters Pt. II (Ki-84 Frank)

- 1: Ki-84Ko Hayate, 52nd Hiko-Sentai, Philippines 1945.
- 2: Ki-84Ko Hayate, 52nd Hiko-Sentai, Philippines 1945.
- 3: Ki-84A Hayate, flown by Cpl Noboru Naito, Nakatsu Airfield, Dec 1944 to March 1944.
- 4: Ki-84 Hayate, 29th Hiko-Sentai, 2nd Chutai, Taichu, Formosa, Summer 1945.

48-464 Spitfires at War Pt. III

- 1: Spitfire Mk VIII MD371/FB • flown by Grp Capt Robert Boyd.
- 2: Spitfire Mk IX BS435FY • F of Sqdn Leader Hugo Armstrong. OC No 611 Sqdn, Biggin Hill, 1942.

- 3: Spitfire Mk IX EN315/ZX • 6 flown by Stanislaw Skalski, OC of the Polish Fighting Team attached to No 145 Sqdn, Tunisia, 1943.
- 4: Spitfire LF Mk IX ML214/5J • K flown by Sqdn Leader John Plagis, OC No. 126 Sqdn, Culmhead, July 1944.

48-465 Spitfires at War Pt. IV

- 1: Spitfire Mk IX EN549/ZX • 1 flown by Flight lieutenant Eugeniusz Horbaczewski of the Polish Fighting Team, attached to No. 145 Sqdn, Tunisia, 1943.
- 2: Spitfire Mk IX BS248/AH • O flown by Sargeant Ola Aanjesen of No. 332 Sqdn, North Weald, 1943.
- 3: Spitfire Mk VIII JG559/AF • N of Flight Lieutenant Wilfred Gould of No. 607 Sqdn, Imphal 1944
- 2: Spitfire Mk Vb R6923/QJ • S 'Sheila' flown by Flying Officer Alan Wright, No. 92 Sqdn, Biggin Hill, May 1941.

The Finishing Touch

Featured this month is a Mustang III, built by Brian Payne, of Warwickshire, UK. It was finished using sheet 48-212 'Fighting Mustangs Pt II' and selected paints from the Warbird Acrylic Color range.



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48-443 Supermarine Seafires Pt. III



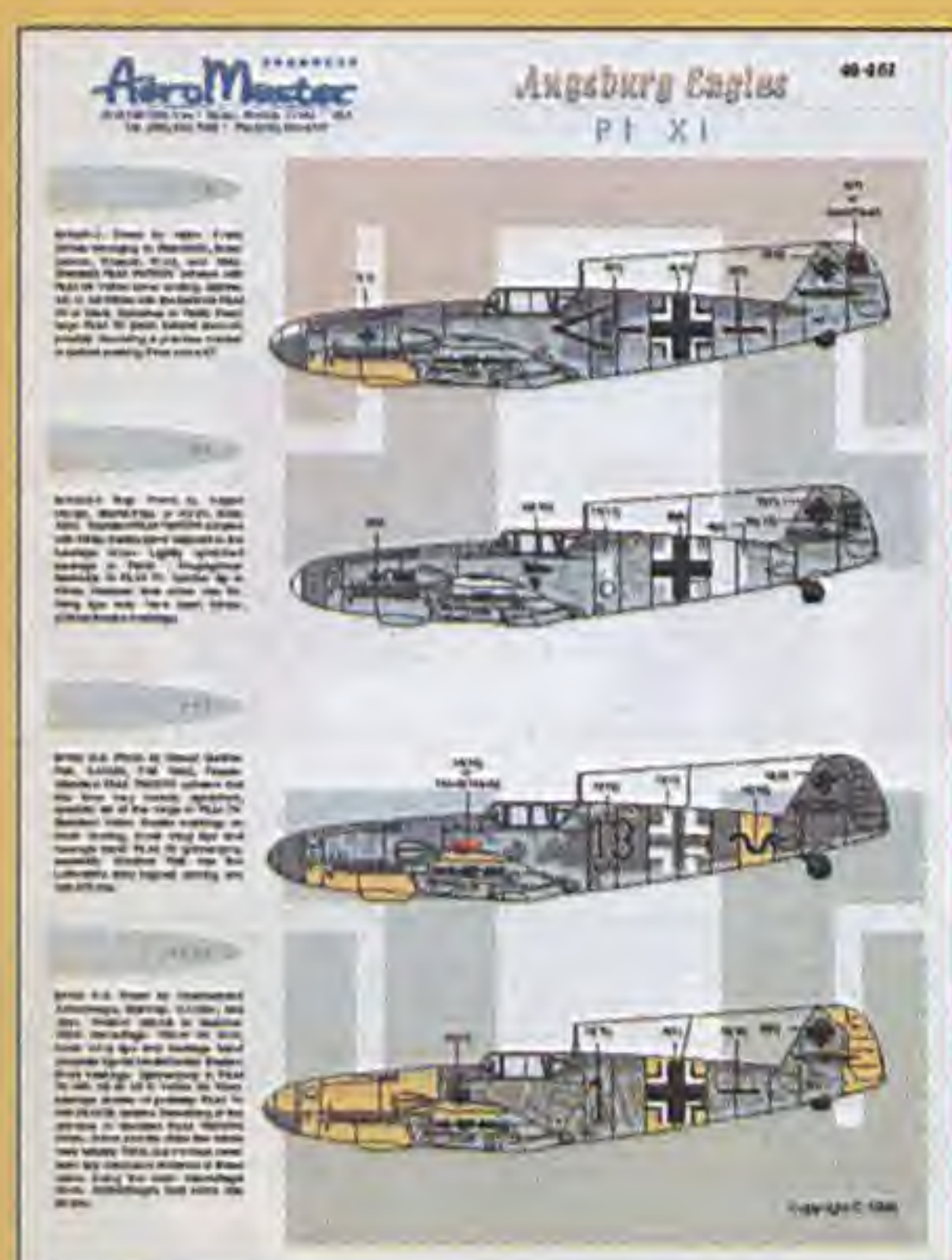
48-464 Spitfires at War Pt. III



48-465 Spitfires at War Pt. IV



48-467 Butcher Birds Pt. XI



48-461 Augsburg Eagles Pt. XI

New Releases

48-466 Kadena F-15C/D Eagles

- 1: F-15C-22-MC Eagle 78-0518
The aircraft of Brig Gen John Baker, Commander of the 18th Fighter Wing based at Kadena AB, Okinawa in June, 1997.
- 2: F-15D-24-MC Eagle 78-0571
Assigned to pilots Capt Jack Heidman and Paul Sherman of the 67th Fighter Sqdn, 18th FW in June 1996.
- 3: F-15C-22-MC Eagle 78-0522
Assigned to Rob Graeter, Commander of the 67th FS at Kadena, June 1997.

48-467 Butcher Birds Pt. IX (JG1)

- 1: Fw190 A-5, T.O. of I./JG1, April 1943
flown by Oblt Rolf Strohal.
- 2: Fw190 A-5, flown by UFFZ Walter Köhne, Deelen, July 1943.
- 3: Fw190 A-6 flown by Lt Scott, Staff Capt of I./JG1.
- 4: Fw190 A-6 'Lucky' the mount of Lt Lück as it looked during Sept. of 1943.

72-173 Stinging Hornets Pt. III (F-18s)

- 1: F/A-18C, BuNo. 164006 #200 of VFA-27 'Royal Maces', flown by Capt Maudlin, CAG and Capt Linn, Dept CAG.
- 2: F-18C, BuNo. 165200 #300 of VFA-82 'Marauders', flown by GAG Commander J. Stufflebeem.
- 3: F-18C, BuNo. 164891 #211 of VMFA-251 'Thunderbolts', flown by Capt T.C. 'Shine' Raynor and W.H. 'Swanny' Swan.

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1/48th SCALE



Sabre F Mk 4.

Technical Data

Manufacturer: Hasegawa
Scale: 1/48th
Price: £24.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 80 (Grey), Clear 8
Decal Options: 2
Manufacturer: Hasegawa Seisakusho Co., Ltd
UK Importer: Amerang Ltd

Introduction

I have always been interested in the various foreign aircraft types that have served with the Royal Air Force. Throughout the Second World War, many US built aircraft such as the P-51 Mustang, P-40 Kittyhawk and B-25 Mitchell operated with the RAF under the 'Lend-Lease' agreement of that time. After the war, many American types continued in RAF service, most being given 'RAF' names; hence the B-29 Superfortress became the Boeing Washington B Mk 1. During the 1950s U.S. types continued operating with the RAF, as well as the Royal Navy, the Douglas Skyraider and Grumman Tarpon (Avenger) being two such cases. The 1980s saw the last American aircraft operated by the RAF and RN, the McDonnell Douglas F-4 Phantom in FG.1, FGR.2 and F-4J(UK) variants. With the increasing number of high quality decal sheets available, the availability of markings for these aircraft is improving.

A History Lesson

OK, I know that most of us hated history at school! The F-86 Sabre filled a role in the Royal Air Force during the 1950s, as a stopgap between the Vampire/Meteor and the Hawker Hunter. The F-86 Sabre served with, amongst others, Nos 26, 67, 112, 130 and 234 Squadrons. These Sabres were

nearly all Canadian built Sabre F Mk 4s, although a few, in fact three, were the earlier F Mk 2s.

No. 130 Squadron RAF was formed in June 1941 with Spitfire Mk IIA aircraft and continued with the Spitfire (Mk Vb, Vc, XIVc and IXb) during the Second World War before being disbanded in 1946. The squadron reformed with the Sabre in August 1953.

Research your subject

The choice of kit was simple. Hasegawa produce an excellent example of the F-86F-30 in 1/48th scale, however a feature of the North American F-86F-30 was the '6-3' wing, so called as the wing chord was lengthened 6 inches at the root and 3 inches at the wing tip. All Sabre Mk 4s were delivered with short-chord (i.e. non- '6-3') wings with slats. Only in RAF service were some converted to the '6-3' configuration. However this conversion was not without penalty. The deletion of the leading edge slats raised the approach configuration stalling speed from 111kts to 125kts and this resulted in a few losses due to stalling on the approach. Thus it was necessary to do a little research and find a '6-3' converted Sabre to be the subject of this article.

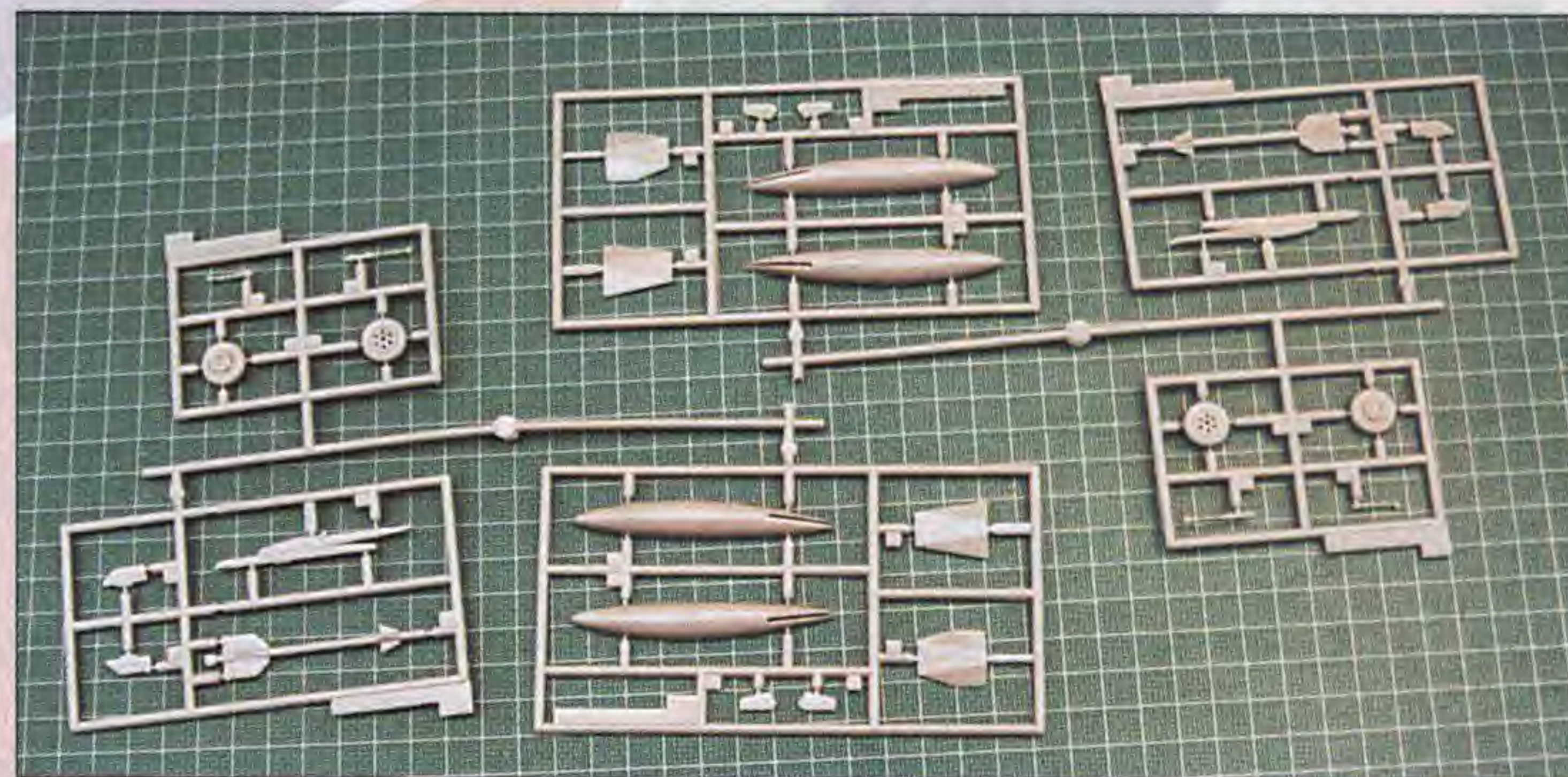
In Scale Aviation Modeller International, June 1999, Volume 5, Issue 6, there was an article about 'The modeller and the Internet' and it was through this article that I discovered 'Duncan's F-86 Sabre Website.' Now, Duncan Curtis is obviously extremely well informed on all matters relating to Sabres and it was armed with the information he provided me, via a multitude of Emails and some excellent line drawings, that I chose to model XB927, a No.130 Squadron aircraft that had been converted to the '6-3' wing configuration prior to being sold to Yugoslavia. Thanks Duncan, I



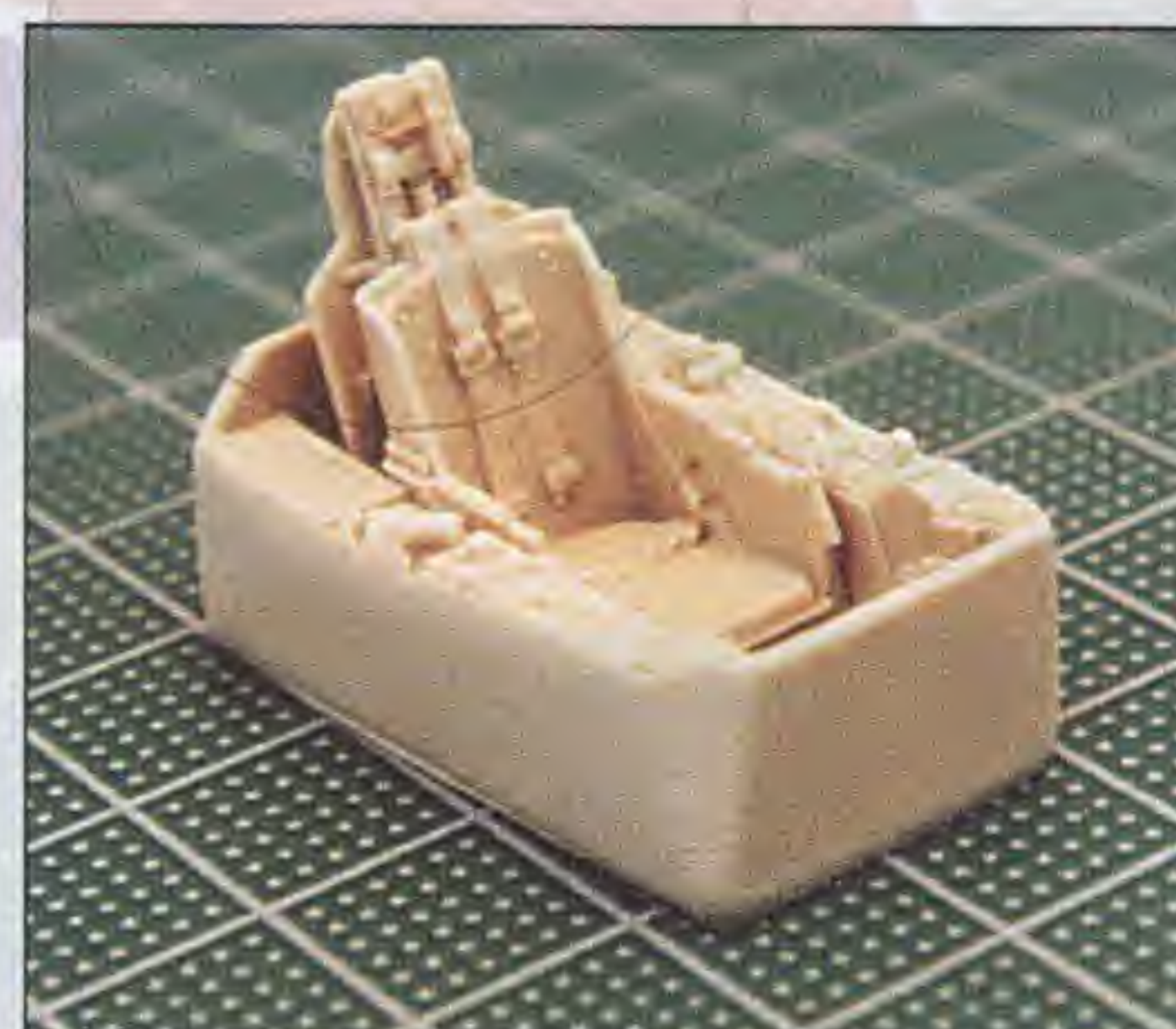
As is commonly the case, the Hasegawa sprues are identified by Letter, A & B shown here. A number following the sprue letter then identifies the individual parts; e.g. A11



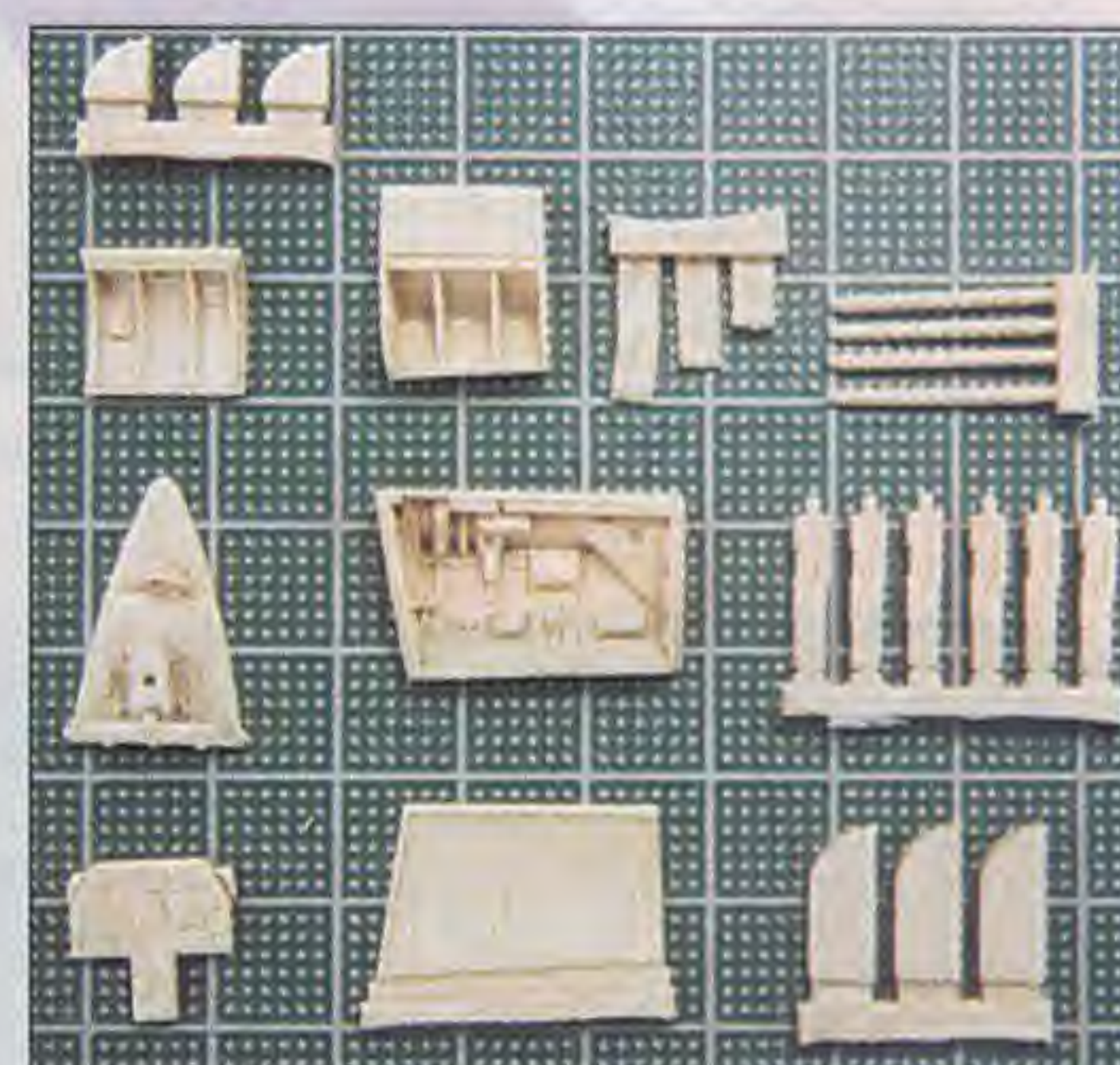
The sprues E & F contain the wing upper-surfaces and under-surfaces respectively. The large wheel well mouldings contain very nice detail



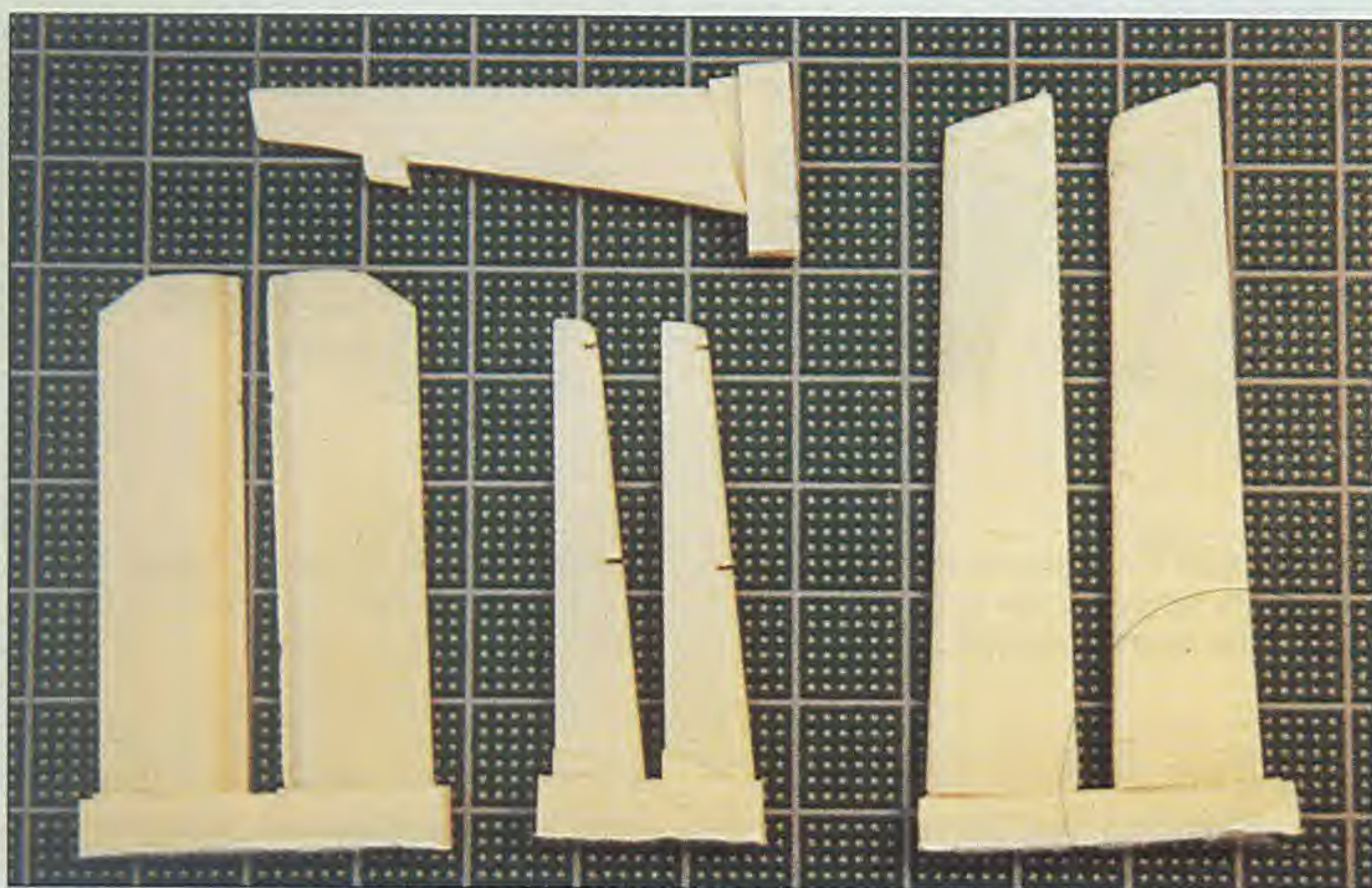
Further sprues, J L & N house the wing stores such as the AIM 9 Sidewinders and the fuel tanks. The use of these is described in further detail in the main text



The Verlinden detail set contains an assortment of beautifully cast resin parts, which in some cases are direct replacements for the kit parts, an example being the cockpit tub and ejection seat



Further Verlinden parts include the instrument panel, gun bay details and rear canopy details



The KMC control surfaces are direct replacements for the kit parts, once the respective surface has been cut away

owe you a beer or three!

XB927 was based at RAF Bruggen, West Germany from 1953-55. The majority of RAF Germany-based aircraft were painted in a colourful camouflage scheme of the standard Dark Green/Dark Sea Grey upper surfaces over 'Cerulean Blue' (which is very similar to PRU Blue) under surfaces. The UK based aircraft were painted in the same scheme, but with Silver-painted under surfaces and a lower demarcation line. Interestingly, No. 112 Squadron continued the use of shark-mouth designs reminiscent of the days when shark-mouthed P-40's operated in the Mediterranean theatre during World War Two.

Additions to the basic kit were obtained from Eduard (Set No. 48-185), Verlinden (Resin Detail Set No. 1232), Kendall Model Company (Resin Control Surfaces, No.48-5057) and True Details with their ubiquitous resin wheels. The decal sheet is produced by Dutch Decals as part of their new 'Kits at War' series (Sheet K4/1). The No.130 Squadron Sabre on the decal sheet is XB928. However, I could find no reference to this particular aircraft being converted to the '6-3' wing configuration (although it probably had been), so as previously stated, I had to find one that definitely had been converted. Better safe than sorry, and after all, it was only a case of chopping the '8' off the end of the registration and replacing it with a '7' from one of the other codes on the sheet.

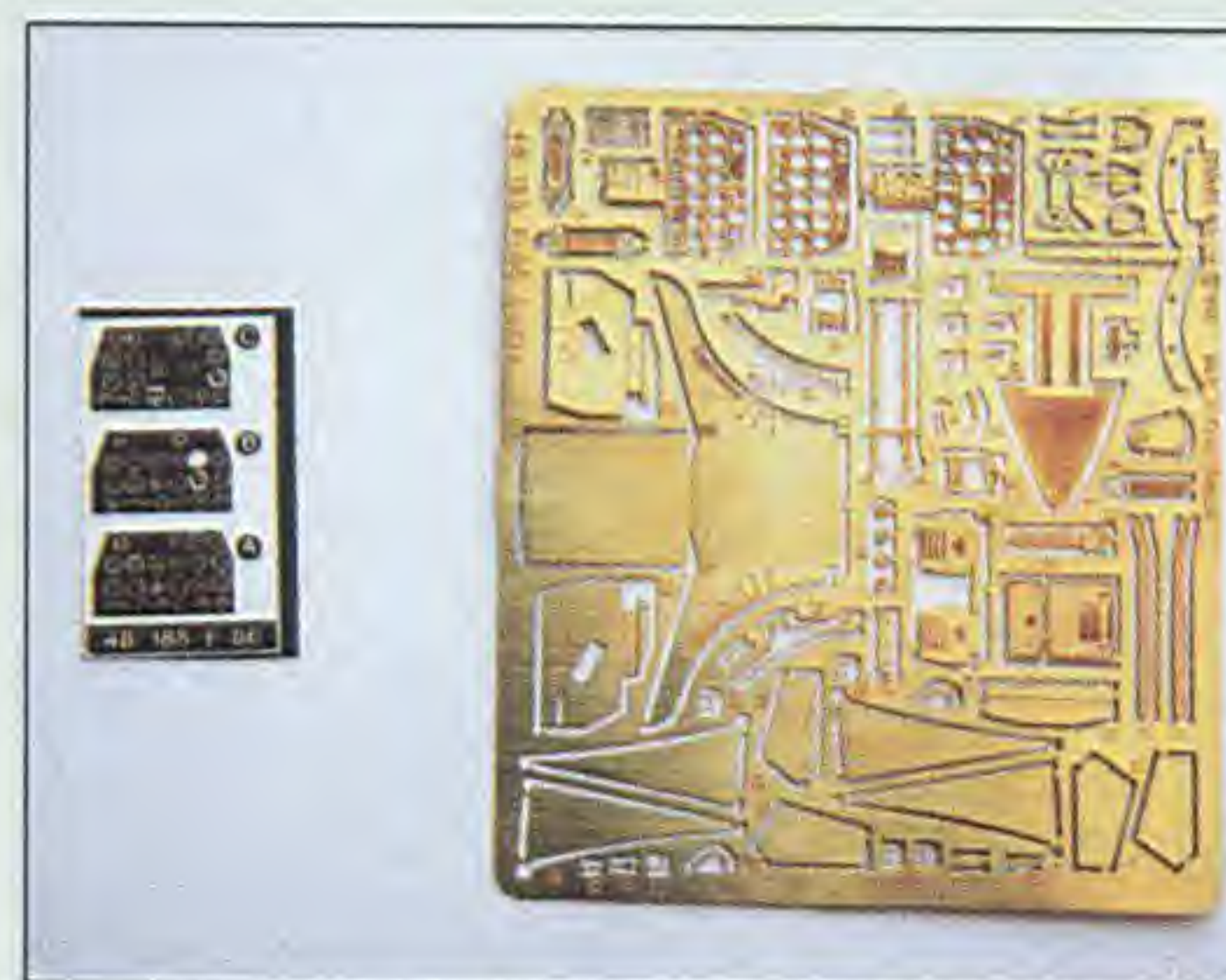
Initial Preparation

And so to the model. The Hasegawa 1/48th Sabres have been reviewed extensively, so I will not even begin to start judging the kit. Suffice to say that it is up to the usual high

standard now expected from this manufacturer; exceptionally well moulded with no flash and very thin, crystal clear transparencies. A previous review made a comment that Hasegawa now make the best transparency mouldings, I quite agree. All kit sprues and resin detail parts were given the standard good wash in detergent and warm water to remove the mould release agents. The assembly process was as per the kit instruction sheet and started with the cockpit tub.

The cockpit, my favourite part!

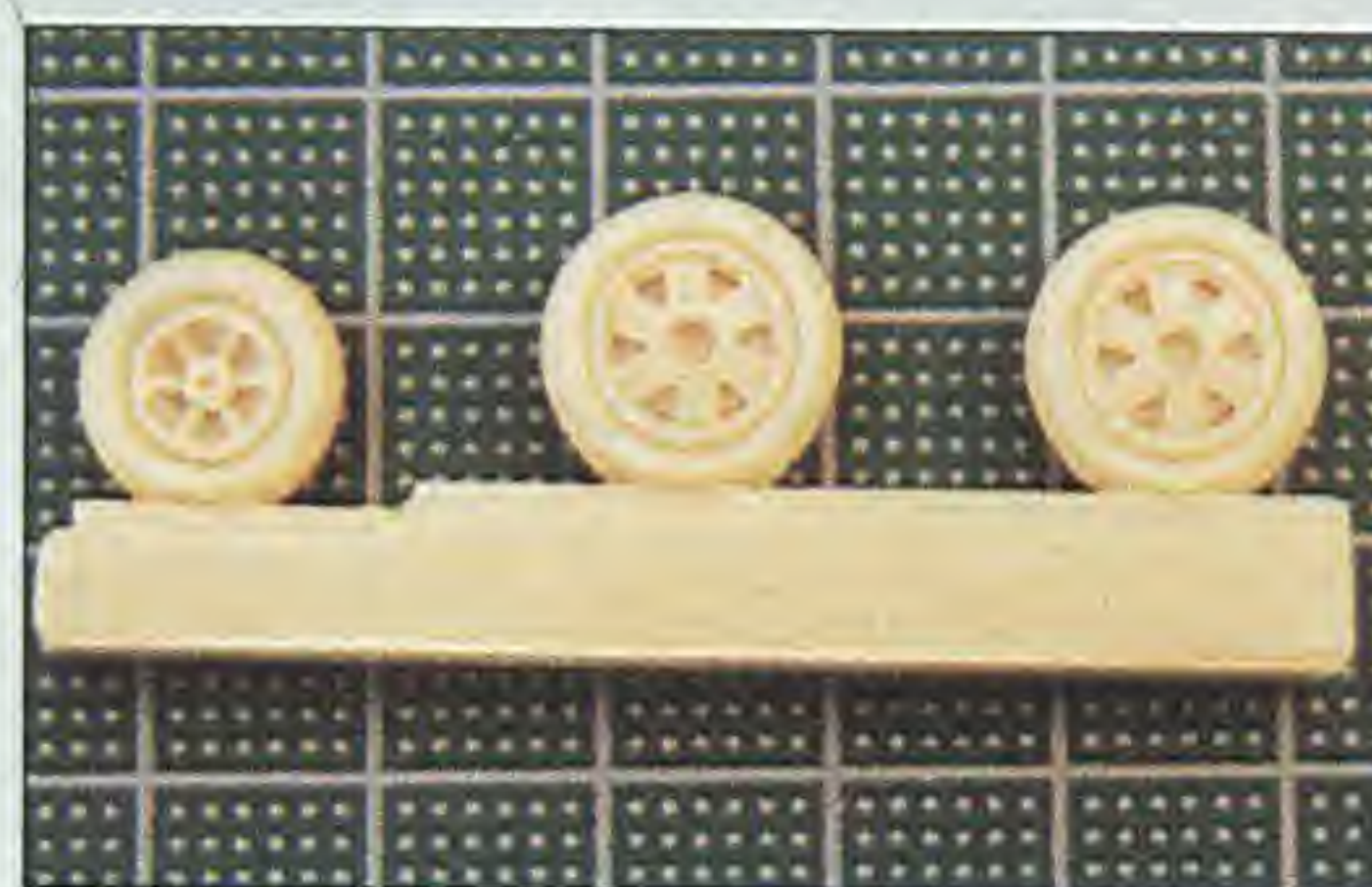
It always seems a shame to join the two fuselage halves and hide all the hard work, but nevertheless, the cockpit is my favourite part of any model. The Verlinden set includes the cockpit tub, ejector seat, instrument panel and control column. The resin instrument panel was replaced by the etched Eduard part with their photo film instruments. These etched instrument panels are excellent and adorn most of my model collection. The film of the instruments is painted white on the reverse side and the etched panel painted to match the black interior; I use Humbrol Black Grey (182) as this is better than using straight black in this scale. The film is then tacked to the reverse of the etched panel using super glue. The dials are then covered with Humbrol Clearfix to represent the glass fronts of the instruments. All RAF Sabres had a black interior, so the tub itself and the seat were painted Black Grey, given a black wash, then dry brushed with lighter shades of grey and finally a light dry brush with Testors Model Master Gunmetal to really highlight the detail. Before the seat was painted, the etched flooring parts of the Eduard set were attached and the moulded



The Eduard set, which like the True Details wheel sets, seem to be released in association with every major kit release! The instrument panels are superb, really bringing the cockpit to life



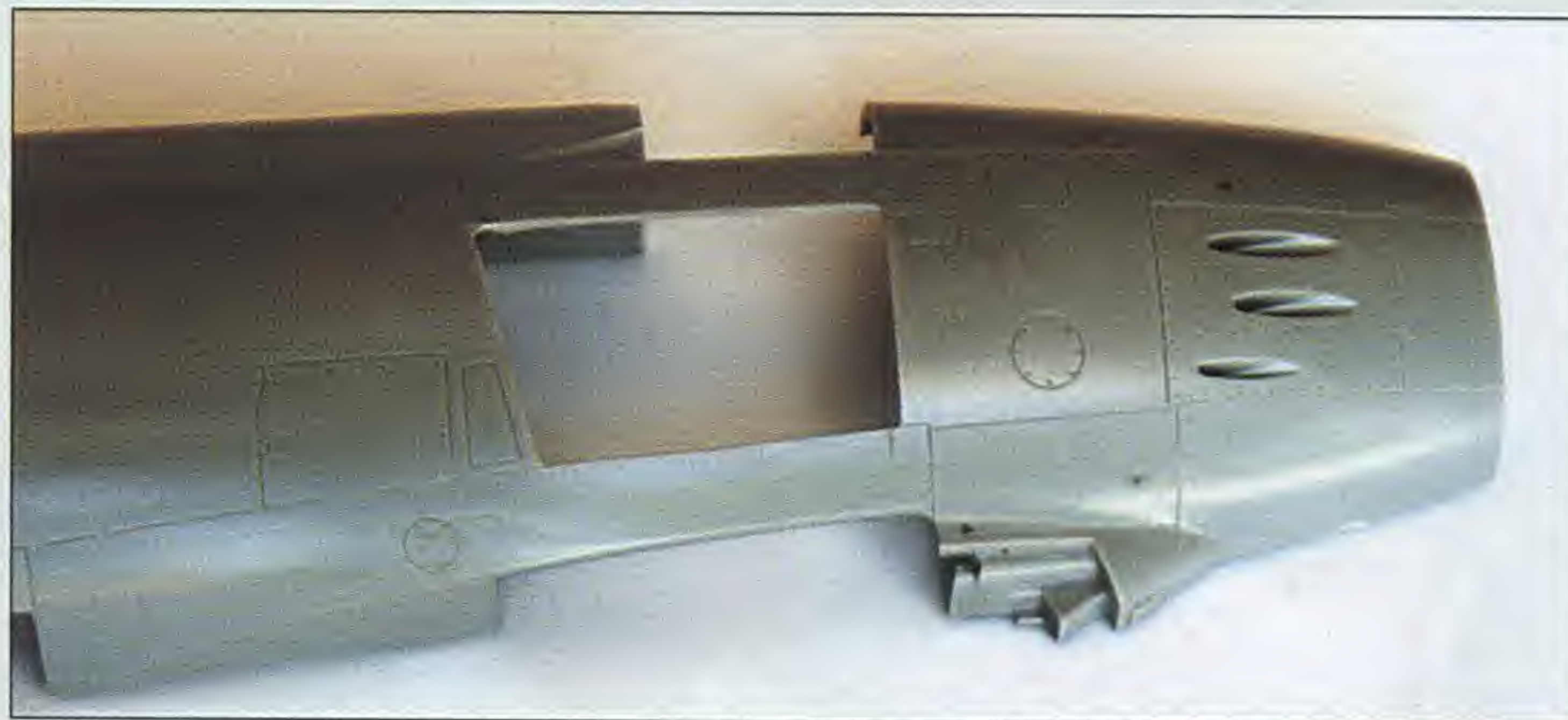
Once painted, washed and dry-brushed, the Verlinden cockpit tub and seat really begin to look like the 1:1 scale version!



The ubiquitous True Details resin wheels. They are 'weighted', although a slight re-shaping is sometimes necessary to avoid the tyre looking too flat!



The Eduard instrument panel. The technique is so easy yet so effective; the film negative is painted white on its reverse, the panel painted in the appropriate colour, then dry brushed



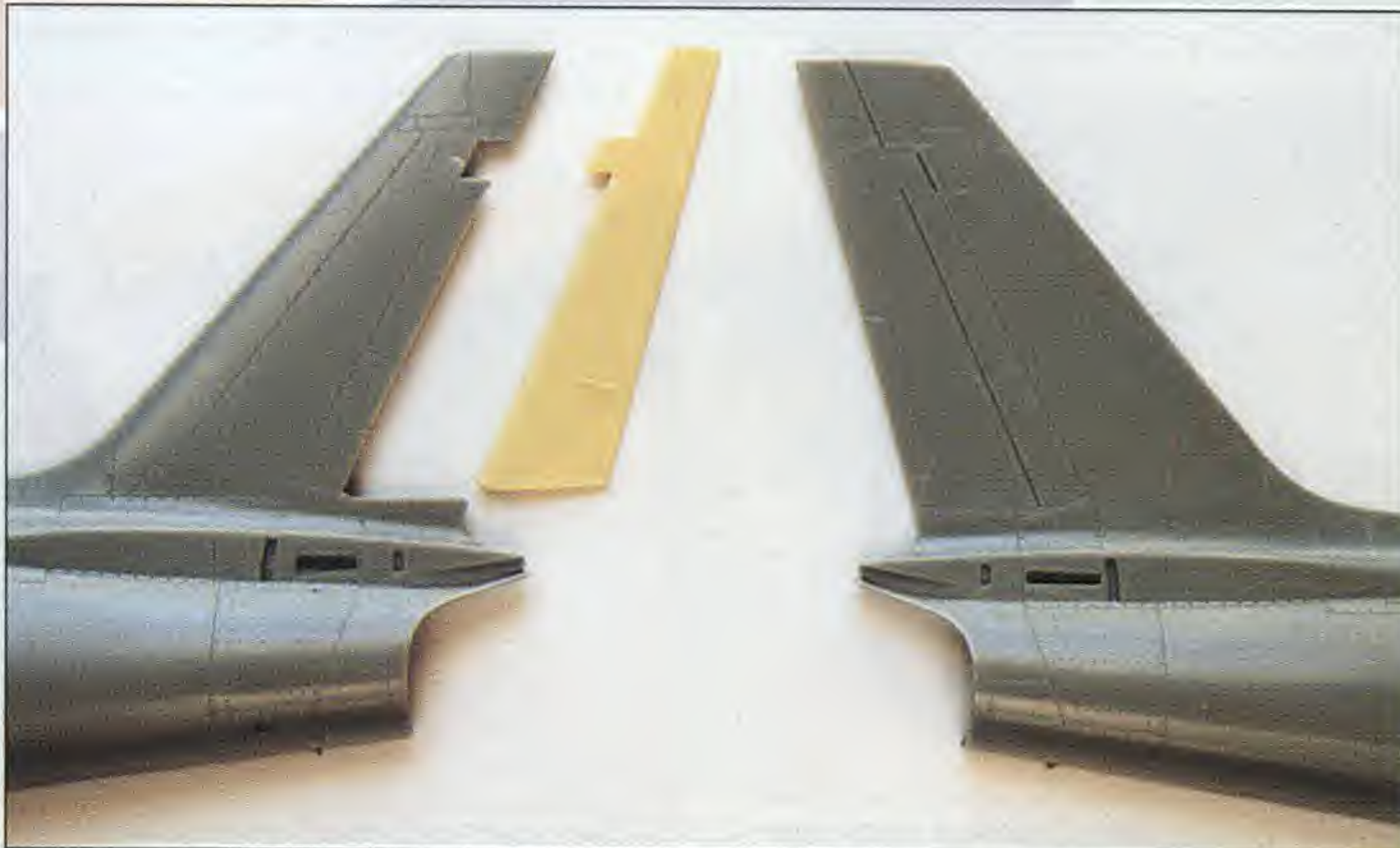
Surgery commences! So that I could incorporate the Verlinden gun bay and the lower ammunition stowage area, the respective areas were cut open using an Olfa 'P' cutter



Further surgery was needed to add the small square vents either side of the fuselage, the areas being marked once photographic references were checked



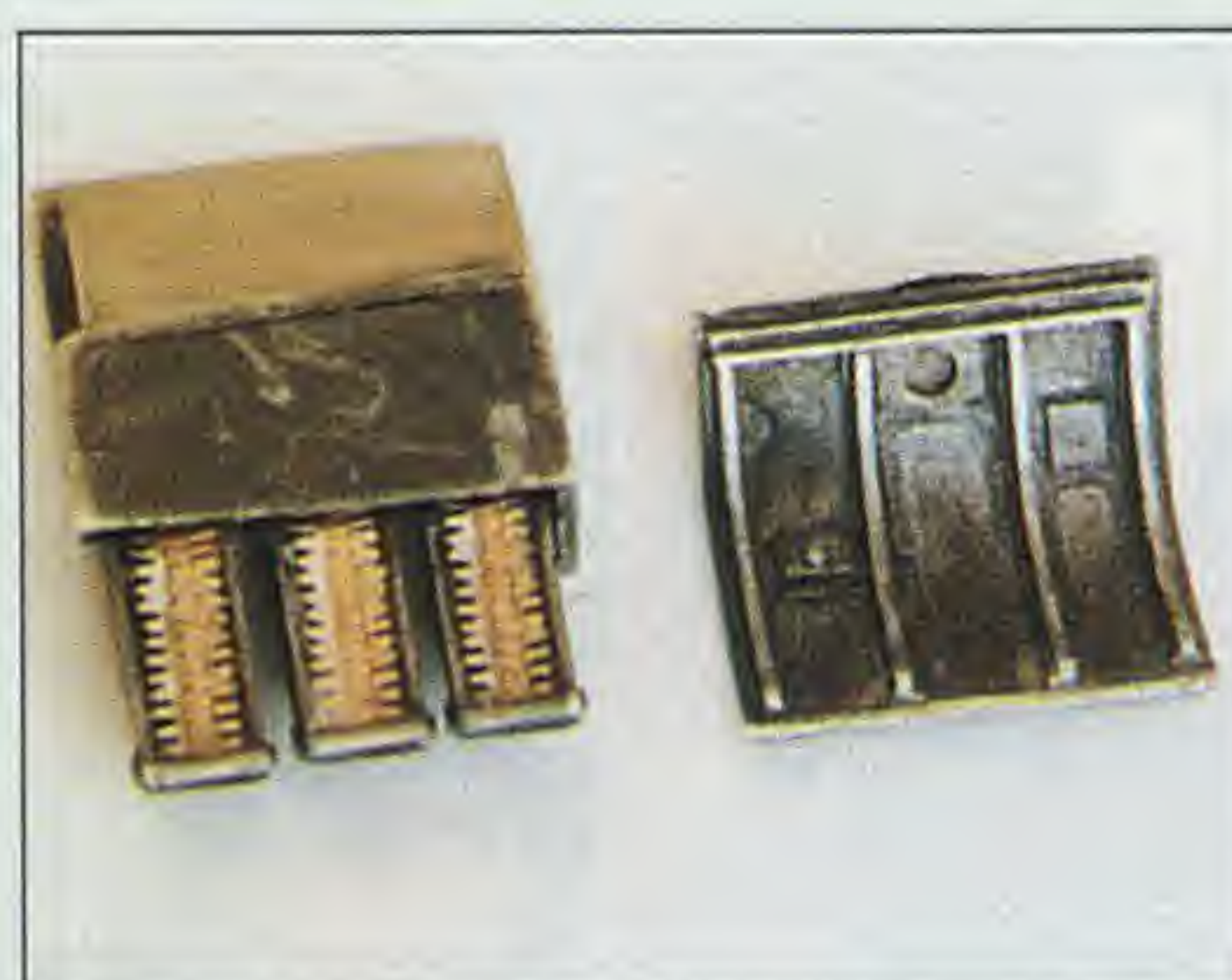
The complete engine intake and exhaust trunkings. Although there were some ejector pin marks on the inner surfaces, these were ignored as I intended to use the respective covers



Even more surgery! The rudder was cut from the fin to allow the resin replacement to be used. Cutting the surfaces away was achieved with an Olfa 'P' cutter and a scalpel



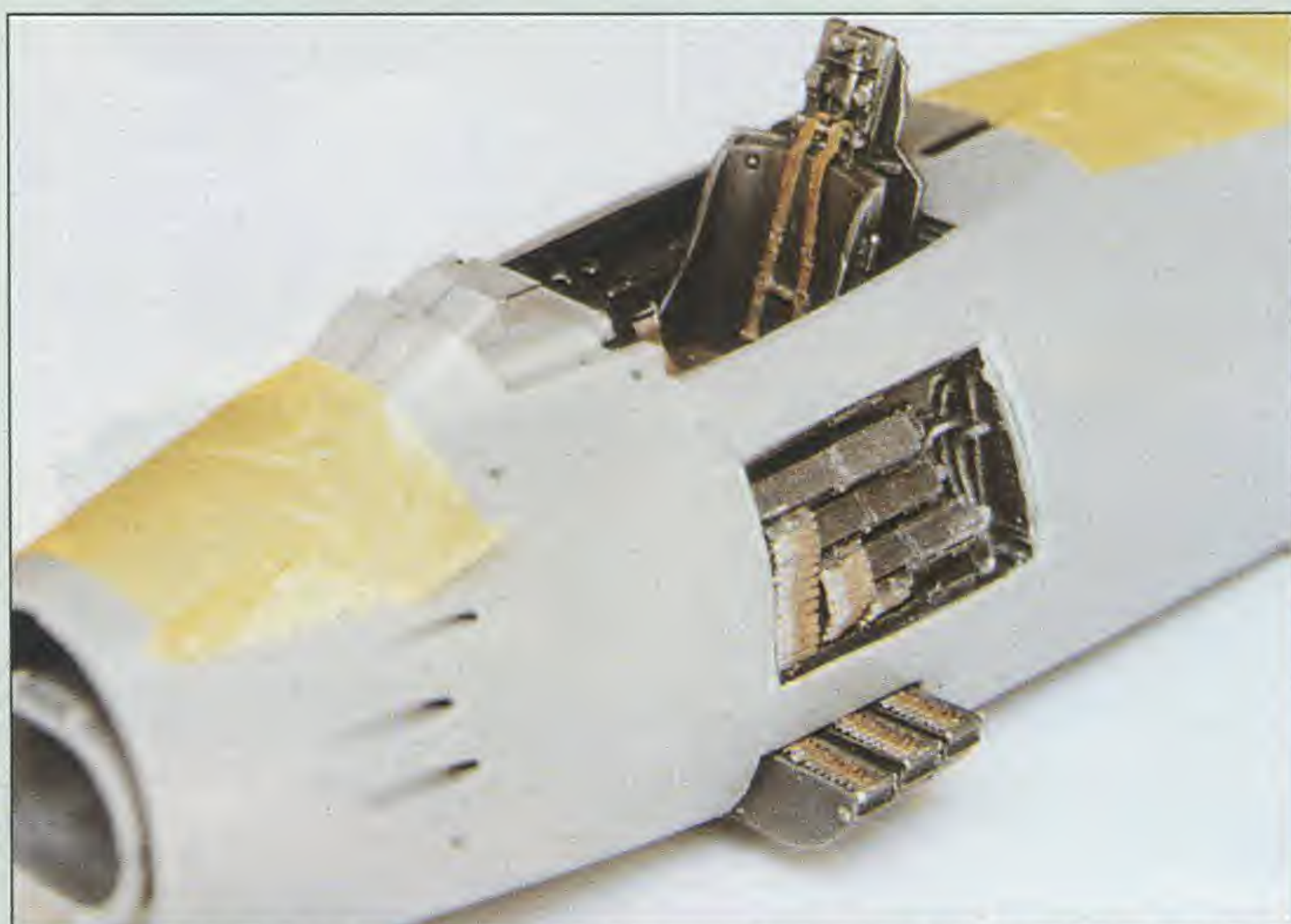
The rear canopy detail was replaced by the use of the Verlinden resin part. The canopy area probably gets the most attention on a model, so I wanted this area to look just right



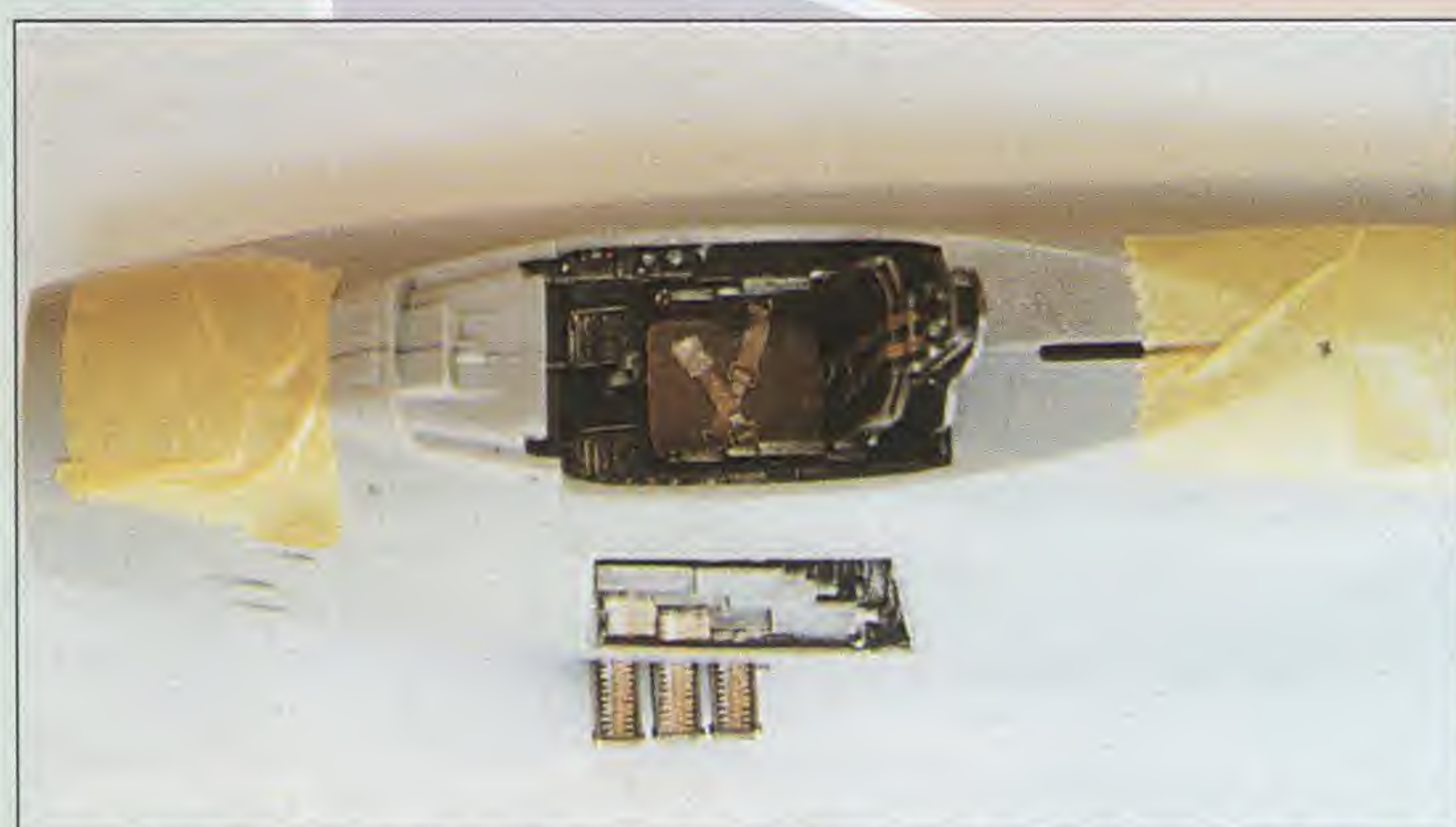
The assembled and painted lower ammunition storage and panel cover. Two types of ammo trays are provided, extended as shown, or stowed



A closer view of the rear canopy decking. Still to be attached are kit parts A12 and S3, the flashing beacon



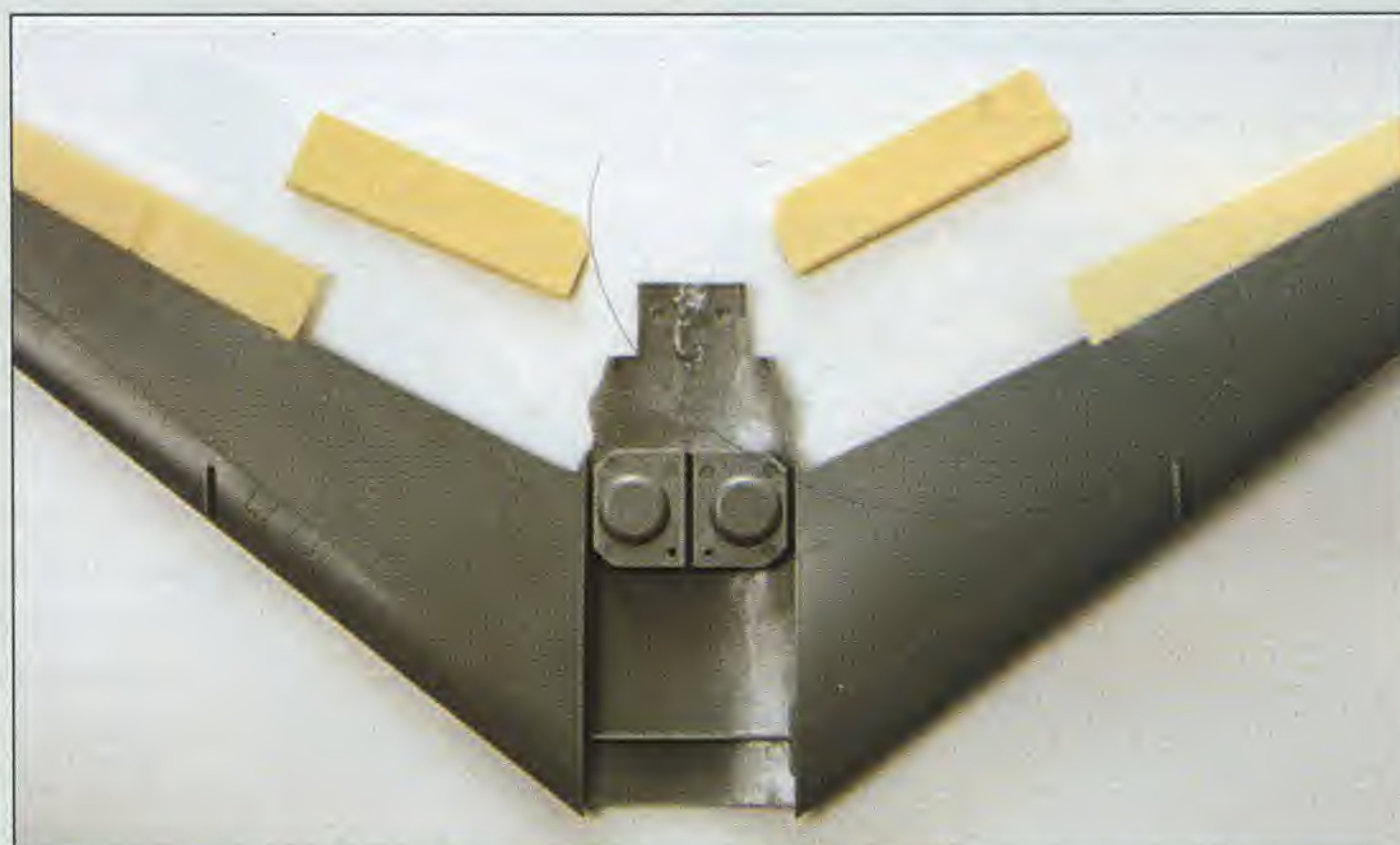
Try it for size. Once the cockpit tub and gun bay were completed, the two fuselage halves were taped together to make sure everything fitted inside



A top view of the nose section. Quite a bit of re-shaping of the inside faces of the gun bay and cockpit tub was necessary to achieve a good fit



Allow me again to praise the virtues of the Eduard instrument panels. In my humble opinion, these detail sets are worth buying just for the instrument panels!



Both the lower and upper wing surfaces had the aileron and flap surfaces cut out to allow the use of the resin replacements. The inside surfaces were thinned extensively

seat belts were removed in favour of using the Eduard etched ones. The retaining bar at the top of the seat was also removed and replaced using a small piece of steel wire. The rudder pedals on the tub were also removed in favour of etched parts. Details were picked out and the painted, washed and dry brushed belts attached to the seat, which was then placed in the tub. The control column was painted and attached to the floor of the tub. Finally the instrument panel was attached with a slight reshaping of the side of the tub to allow the panel to sit properly.

The construction continues.

The Sabre F Mk 4 airframe differed slightly to the F-86F-30 and I now began to address these differences. Firstly the engine's compressor section ventilation outlet at the top rear of the fuselage was a simpler arrangement on the Canadair Sabre F Mk 4. Sanding the fuselage smooth either side of the extended fin fillet easily rectified this. All Sabre F Mk 4s had a small square vent on each side of the fuselage. Before creating this vent, the fuselage skin was thinned by sanding the inside. The square vent was first started with a drill and a square file completed the job. The TACAN cooling scoop, forward of the starboard speed brake hinge, was removed and the open area filled with plasticard and filler. As I wanted to use the resin gun bay in the Verlinden set, I had to cut this section out of the port side of the fuselage and the area where the ammunition bins were situated. The gun bays were painted Zinc Chromate Yellow and then given a dirty black wash, dry-brushed and assembled into the cut-out in the fuselage. A little filler helped blend the gun bay in nicely. Verlinden thoughtfully supply both stowed and extended ammunition cases giving the modeller further options in personalising the model. I chose to show the

bins open to show the exquisitely moulded shells. Small lengths of steel tubing were cut and placed in the nose section to represent each cannon muzzle.

The engine inlet ducting was assembled after being given a coat of Testors Model Master Aluminium Plate, the engine fan and nose gear bay completing this sub-assembly. The exhaust section was also completed similarly but painted internally with Gunmetal. Each sub-assembly was placed in the port half of the fuselage along with the cockpit. This proved to be a tight fit as the inside of the gun bay impinged upon the cockpit tub, and so a little carving of both resin parts allowed the cockpit tub to sit correctly. After the addition of some plasticine around the intake trunking to act as a weight (this model is definitely a tail sitter!) the two fuselage halves were joined using my favourite liquid adhesive, Tenex 7R. With a bit of sanding, no joint lines were visible at all, a testament to the modern-day model manufacturer's art rather than my own skills! Further construction went extremely quickly.

Before I continue, the engine intake and exhaust ducting mouldings did have rather prominent ejector pin marks on their inner surfaces. However, I intended to use the intake and exhaust covers so I didn't really bother too much about this, but the purist may want to rectify them though.

Before the wings were assembled, both ailerons and flaps were cut from the plastic parts in order that the slightly better defined resin parts could be added. A lot of scraping of the inner surfaces to thin edges, ensured a nice, snug fit of these parts. The elevators were also cut from the horizontal stabilisers. The horizontal stabilisers were



The inner surfaces of the upper and lower wing surfaces needs thinning to achieve a more scale thickness and to allow the resin surfaces to fit



When using resin replacement control surfaces, do not deflect the surface too far away from the neutral position



Aaagh!! The only fit problem with the kit came with the wing-to-fuselage join. There is an unsightly gap at the wing root..

cemented in place ensuring that they had the correct dihedral according to photographic references. The wings were joined to the lower fuselage and then elevators were attached in a slightly drooped configuration. The ailerons were given a slight deflection, too. The first real case of filler being needed was at the rear fuselage-to-wing joint, but nothing serious.

An aerodynamics lesson!

Now here's a tip. If separate control surfaces are used and they are positioned away from the neutral position, do not forget to attach the control column to represent this deflection. On many occasions I have seen a model with the elevators drooped to the stops with the control column firmly stuck in the neutral position. If that were my aeroplane, I'd call an engineer quickly! Remember, control column back, elevators up, control column forward, elevators down. The control column always 'points' to the up-going aileron. Another thought concerning these control surfaces is that you should study your references very carefully. Aircraft, in general, do not have ailerons that can move in a range of plus or minus 50°! Careful study of photographs will show where to position them. In some cases the aircraft nose-wheel is linked to the rudder pedals only centring when the aircraft's weight is off the nose-wheel and the oleo leg extends. So if the rudder is deflected, show the nose-wheel slightly off centre too. Small details I know, but if you didn't care about the small details, you wouldn't have brought this magazine!

Construction, now where was I?

Airbrush time was getting closer. With the wings in place, all that needed to be done was to attach the flaps and here I wanted them in the landing configuration as if the

aircraft was under some form of maintenance. Bird strikes were not uncommon in RAF Germany and the standard procedure was usually, after landing, to leave the flaps down so that the engineers can have a look for any damage. The small wing fences were glued in place and the landing light housing, forward of the nose-wheel, was fitted in place. Unfortunately, after this piece was removed from the sprue, I sanded the part edges smooth but was a little over enthusiastic! The part was now too small to fit in the space between the fuselage halves. So, with a little care this time, I proceeded to fill the gap with thick super glue and then I applied a cyano-acrylate accelerator. This stuff is applied either by spray or by brush and sets the super glue almost immediately. The hardened glue remains soft enough to sand to as smooth a surface as the surrounding plastic. But leave it for any longer than a day, and the glue hardens further. This creates difficulties when you want to sand the joint smooth, as the plastic is now softer than the very hard glue. You have been warned! That completed the main airframe assembly.

Painting begins - Airbrush time!

Having recently invested in a new Testors (Aztec) airbrush, I was really looking forward to the painting of the Sabre. Firstly the panel lines were given a light enhancing using Matt Black enamel paint. There are various effects that could be used to highlight the panel lines, but I find this a much more subtle effect than using inks, or highly thinned paint, as washes. Don't forget that a model is a scaled down version of the real thing so any washes, dry-brushing etc. must be subtle to achieve that scaled-down effect.

As previously stated, PRU Blue is a very



... and at the lower, rear join. The wing root join was fixed by running Krystal Klear along the join (any similar product will do) and this join was filled with gap-filling superglue



The replacement tail surfaces really brought this area to life. The elevators were left to hang naturally



The resin rudder was deflected slightly to the right. Note the small piece of 20 thou plasticard filling the gap left at the lower edge of the rudder



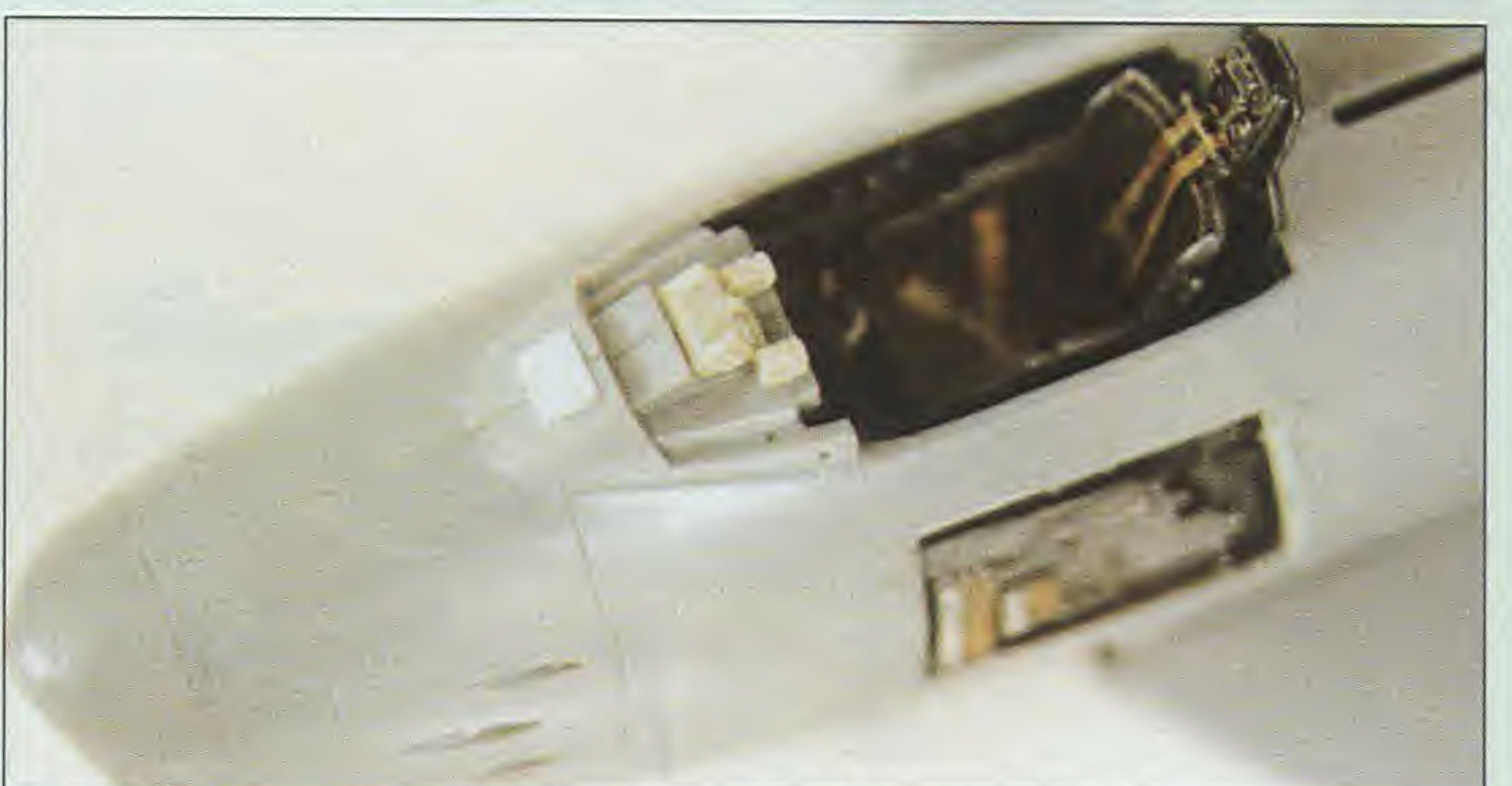
The engine breather vent was a much simpler arrangement on the Canadair Sabres. All that is needed to replicate this is to sand flush the area surrounding the F-86F-30 kit's vent



The small, square vents either side of the fuselage are notably visible in all the references that I have on the RAF's Sabres and so it really was necessary to replicate them



Not a fit problem, but more to do with over-enthusiastic use of the sanding stick! The gap was soon filled with the use of super glue and accelerator



The resin gunsight in position. Note the small square panel forward of the front canopy was filed off and replaced with a small square of 10 thou plasticard



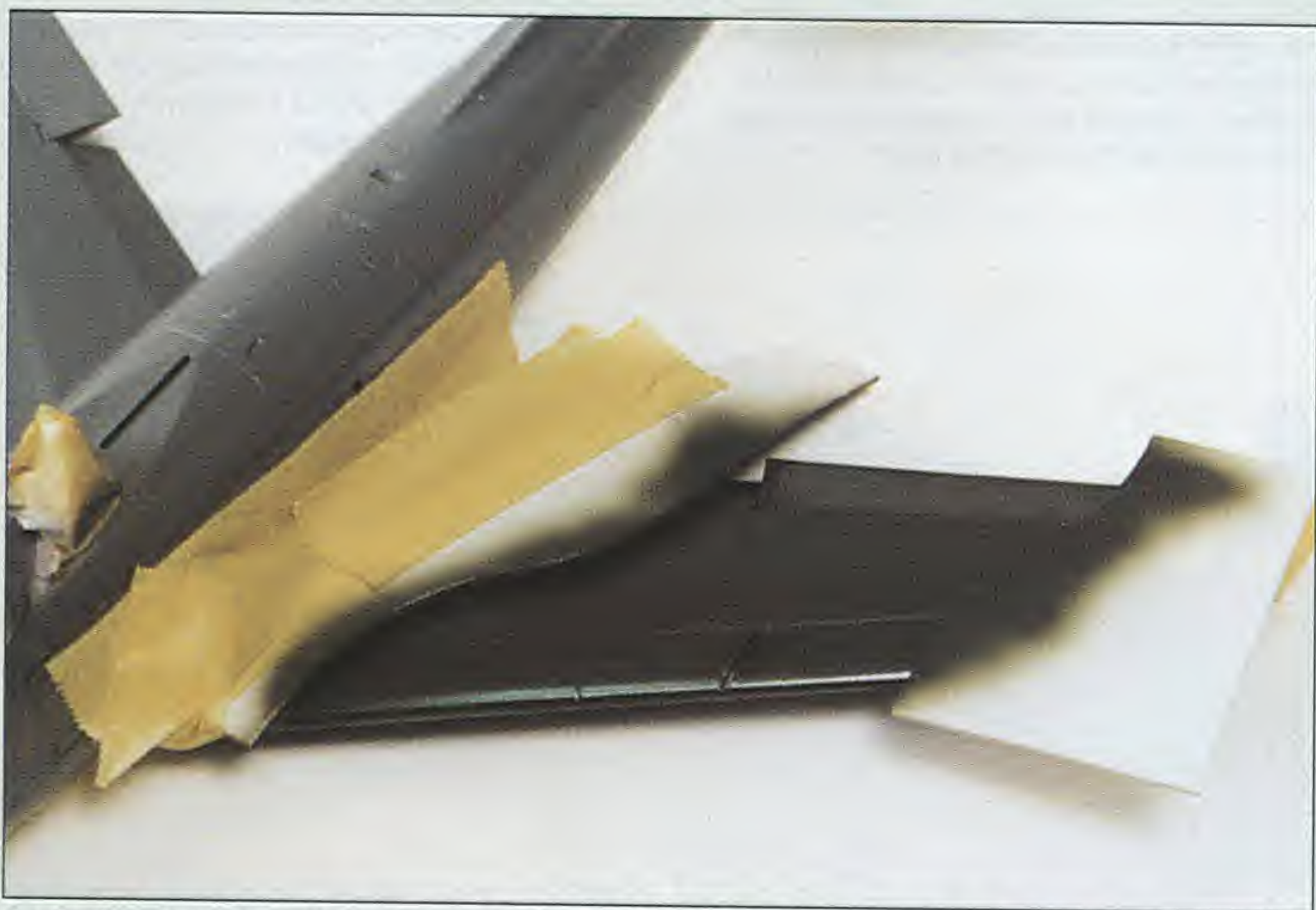
The painting began by shading the panel lines with a well-thinned coat of matt black. The main colour will hide the lighter areas, but the more heavily coated areas will subtly show



The Dark Green camouflage pattern was masked using card that was lifted slightly from the surface by the use of masking tape. This gives a slightly softer demarcation line



The card mask in place. Don't forget to bend the card mask to follow the contour of the model surface so that it is an equal distance from the model



Application of the camouflage scheme started with the port wing. It is easier to start with the relatively flatter surfaces such as the wings and tailplane, before attempting the fuselage

close match to the Cerulean Blue of the undersurfaces. For this I used Hannants Xtracolor PRU Blue (X8). This was thinned using Hannants Xtracolor Fast Dry Thinners, in a 1:1 ratio. I use the small plastic tubs that 35mm films come in, to mix and store my paints. I know I am getting picky here, but the Fuji film tubs are best, as the lid is a tighter fit (no accidents when mixing paint and thinner!) and the paint colour can be seen, as the tubs are slightly translucent.

So, once the various bays were masked off, spraying continued with a lightly dusted coat of the PRU Blue first before continuing and building up the coats until the colour was uniform. If I were painting a 'bare-metal' Sabre, then I would have, without doubt, undercoated the model first to show up any blemishes. But with the standard camouflage scheme that I wanted, I felt that undercoating the model was unnecessary. The drop tanks, whose associated pylons had already been fixed to the lower wing surfaces, were assembled and also sprayed PRU Blue. The Blue painted undersurfaces were left for a few days to fully dry and cure. This 'waiting-to-dry-period' is essential



After the Dark Green was sprayed on, the card masks were removed and the area left to dry before starting another part



The under-surfaces were sprayed with Xtracolor X9 PRU Blue. These paints dry with a gloss finish, allowing the decals to bed down nicely, but I guess you know this already

with Xtracolor paints. A brief comment about the wing pylons. The Hasegawa kit is supplied with two different types. The RAF Sabres appear to have been fitted with the vertical leading edge type, rather than the raked leading edge commonly seen in pictures of the USAF Sabres. Again, here's where a little research pays dividends!

After a few days, the front windshield area was painted Grey Black, given a wash with highly thinned black and then dry brushed in lighter greys. The front windshield was masked and then sprayed grey black. This interior colour will show from the inside of the canopy. The windshield was then glued to the fuselage using Krystal Klear. This PVA-based adhesive is excellent for transparent mouldings, as it does not fog the plastic. Care must be taken later when handling the model, as the PVA-based glues are not that permanent.

The upper surfaces were sprayed first with Xtracolor X4 Dark Sea Grey, again waiting for this to fully dry before applying the Dark Green disruptive pattern. The reference photographs that I have show a hard demarcation line between the upper and lower surfaces and a very slightly feathered edge between the camouflage colours. Masking tape was used to get a nice line separating the PRU Blue and the upper surfaces. The feathered edges of the camouflage were achieved using paper masks, held off the surface of the model with masking tape, looped around to form a double-sided sticky surface. Once these masks were in place, the Xtracolor Dark Green (X1) was applied to each area step-by-step, allowing at least three days between applications let the paint dry. This whole process took about fourteen days before leaving the whole model for a week to let the paint cure.



After the Gloss PRU Blue under-surfaces were given at least three days to fully dry and cure, the upper-surfaces were sprayed Dark Sea Grey, using Xtracolor X4



The next surface to receive the Dark Green paint was the starboard wing, using the same method as described earlier. After the starboard wing had been left to dry, it was time to tackle the fuselage. This area would prove to be a little more difficult due to the complex scheme and curvature



However, using the card masks as described, the application of the Dark Green proved relatively simple and the Sabre was left to dry for a week. Yes, I did say a week!



Now it was time to start with the finer details. The top of the fin was masked and sprayed Light Aircraft Grey (Xtracolor X15) and the leading edge masked and sprayed Matt Black



The wheel wells were masked and sprayed using the Testors Model Master range, the Non-Buffering Plate Aluminium colour was used, firstly on the nose gear bay...



...then the main gear bays were given the aluminium treatment. This area will be given a wash of black and then dry-brushed with the details being picked out in the appropriate colours



The beacon light behind the seat was supplied as a transparent moulding, which was drilled out and a small 'blob' of Tamiya Clear Red acrylic paint applied to represent the bulb

After a small break, I restarted the project by masking the fin tip and spraying this area with Xtracolor Light Aircraft Grey (X15) to represent the dielectric glass fibre housing that covered the VHF and IFF antenna. The surrounding area of the wheel wells was masked off and these were sprayed with Testors Model Master non-buffering Aluminium.

Decalling begins!

The main assembly and painting was now complete and I chose this time to begin applying the decals. There were still a few details to add to the Sabre, but during the decal application, the model would be handled quite a lot and I did not want to break any of the finer parts off. So, armed with my trusty scissors, a medium flat brush and the mandatory Microsol and Microset decal application system, I began.

I must say now that these decals were beautifully thin and the colours were very opaque. Even the white areas did not show

any sign of the colour beneath them. However, the register of the colours could have been a bit better. They adhered to the model surface well and, with the addition of a few applications of Microsol, bedded well into the recessed panel; lines and showed the detail of the moulding very well indeed.

As there were relatively few airframe decals, the whole process took no more than a couple of hours before the model was, again, left to dry. I know that I keep putting this project aside for a few days, but I have forgotten the number of mess-ups that I have made due to impatience. After you paint, leave the model alone! After the decals go on, leave the model alone! After the varnish is applied, leave the model alone! A higher standard of modelling will be the result of a little patience.

Back to the modelling bench.

After the decals had fully dried, I placed the two drop tanks on their respective pylons and sprayed the complete model with Xtracolor Satin Varnish (XDSS) to

represent the final semi-gloss finish that these aircraft were painted in. Some photographs show a high gloss finish, others show a more matt finish, so take your pick! I then started the finer details.

The undercarriage legs were detailed with fuse wire to represent the brake lines (use those reference photos!) and then also sprayed aluminium. These were put in their respective places with the aid of a little drop

of thick super glue. After the True Details resin wheels had been painted up, using Xtracolor X505, Tyre Black, the hubs were sprayed aluminium using a technical drawing circular template. I find that these templates are invaluable when spraying the hubs of wheels. First you should check that the correct diameter is being used, then tape the wheel to the reverse of the template and spray through it onto the wheel hub making



The cockpit area showing the completed rear section and the gun bays. This Sabre was certainly now beginning to take shape



Decal Application began as soon as the main airframe was completed. During this stage the model would be handled extensively and any small appendages could be damaged



The Dutch Decals 'Kits at War' series proved to be very user friendly. They were quite thin but the colours were very opaque and adhesion was very good too



The red centres of the RAF roundels were supplied separately to ensure good register. However, some of the other decals could have been supplied like this as well



sure that any surrounding circles are also masked over.



The tail fin flash was not particularly well printed, with the white extending beyond the red and blue areas. The squadron flash was also in need of a rethink by the printers



Once all the decals had been applied, the model was given a coat of Xtracolor Satin Varnish (XDSS). The full size Sabres were painted in a gloss finish, although this did seem to fade



With the decalling process finished and the varnish applied, the model was left to dry for a few days before the final details were added



The wheels were initially painted Black-Grey and then the wheel hubs were sprayed through a technical drawing circular template



Final details included the prominent rear fuel tank vent, which was painted red

The undercarriage doors had already been painted (outside PRU Blue, inner surfaces were aluminium) and these were glued in place, again with super glue. The gun bay cover, from the Verlinden set and the ammunition magazine cover, again from Verlinden, had already been painted. These were attached, in the open position, with a couple of drops of Cyano-Acrylate glue. A little further weathering in this area was carried out before the wheels were placed on their respective undercarriage legs.

Final details included the rear fuel jettison pipe, the pitot tube attached to the starboard wing and a final subtle weathering of those areas prone to high wear, such as the intake surrounding and the cockpit sills. The open gun bay door and ammunition bay cover (which I later found out, also doubles as a step into the cockpit) had fine steel wire braces added. I know that I keep repeating this, but refer to your references!

Hasegawa supply front and rear covers for the engine intake and exhaust areas. These were nicely moulded but the rather coarse 'handles' were removed and replaced with steel wire. This sort of attention to detail will make a lot of difference when the model is observed by others and only takes a matter of minutes to attend to. The covers were painted Post Office Red and given a light dry brush of Gunmetal to let the detail stand out and show that they had been abused a little! The covers were placed in their respective places.

All that was left to do now was the installation of the canopy. This was tacked in the open position using a PVA adhesive.

Finished - At last!

Overall, this project took about fifty hours, quite a bit longer than would normally be spent on a 1/48th jet aircraft. However with

the addition of the detail sets and the majority of the time spent detailing the cockpit area, I am very happy with the outcome.

So, next time you are wondering what to build, why not try something a little different than 'straight-from-the-box.' More enjoyment is gained from this than making the same model that thousands before you have built. Try to research your subject, get the corresponding decals and make a model that only a few might have made. Who knows, it may be totally unique! Happy Modelling!

Mark Stanton

Research:

The Internet: Duncan's F-86 Sabre Website: <http://www.geocities.com/CapeCanaveral/Launchpad/8608/>

Aeroplane Magazine, July 1999.
Canadair F Mk 4. Sabre cutaway drawing

The Canadair Sabre by Larry Millbery.
Published by CANAV Books, Canada 1986.
ISBN No. 0-9690703-7-300



With all the final details added, and fifty plus hours of work had come to fruition. Quite a handsome model, even though I do say so myself!

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Fairey Swordfish



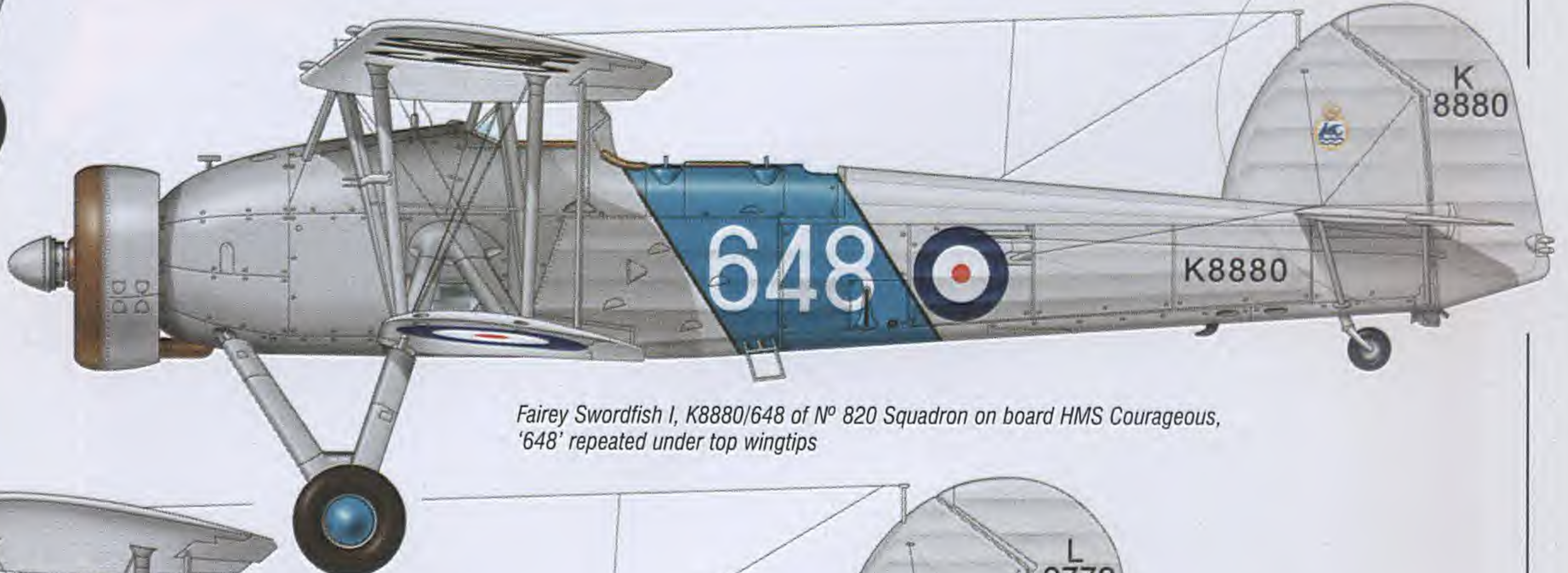
Fairey Swordfish I, K5972/804 of No 823 Squadron on board HMS Glorious, 1938, finished in Flight Commander's colours. Typical pre-war scheme in aluminium except for metal areas which were painted Cerrux Grey (FS.16440). Type 'A' roundels in six positions



Fairey Swordfish I, K8391/952 of No 824 Squadron on board HMS Eagle, 1938; '952' repeated under top wingtips



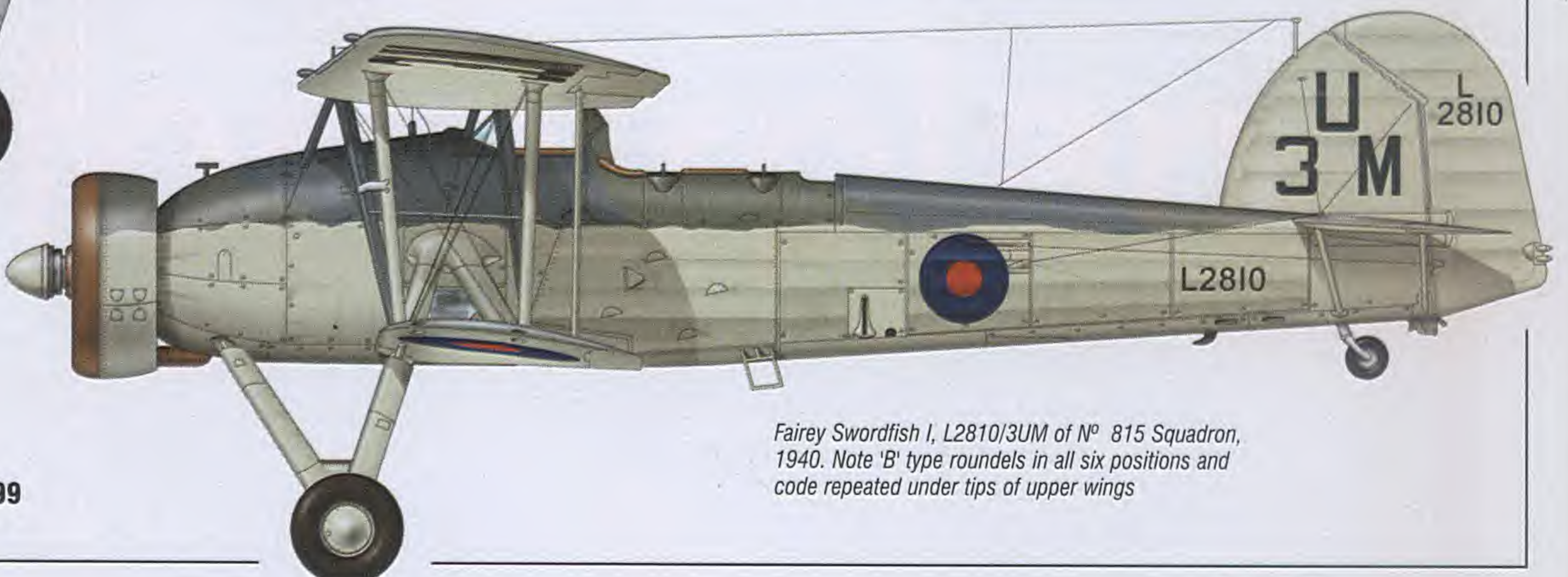
Fairey Swordfish I, K6009/912 of No 822 Squadron, HMS Furious, 1938 carrying the Commanding Officer's markings of black/white checks on fin and extreme upper wingtips; '912' repeated under top wingtips



Fairey Swordfish I, K8880/648 of No 820 Squadron on board HMS Courageous, '648' repeated under top wingtips



Fairey Swordfish I, L9779/702 of No 814 Squadron FAA, on board HMS Ark Royal, 1939



Fairey Swordfish I, L2810/3UM of No 815 Squadron, 1940. Note 'B' type roundels in all six positions and code repeated under tips of upper wings

Fairey Aviation Co. Ltd embarked in 1933 on the design of a three-seat torpedo-reconnaissance biplane powered by a 635hp Bristol Pegasus IIM radial engine as a private venture. Designated T.S.R.I, it was produced as an alternative to another of its designs built to Air Ministry Specification S.9/30 and mainly differed in the power plant, which in the S.9/30 was the in-line Kestrel of 525hp. First flown on March 21 1933, from Fairey's Great West Aerodrome, the T.S.R.I's engine was temporarily replaced with an Armstrong Siddeley Tiger radial for a short period during that summer. This machine was lost after it entered a flat spin on September 11 and was followed the year after by T.S.R.II which was this time modified to meet the more advanced specification S.15/33. The fuselage was lengthened and the upper wings swept back, the fin was widened in chord and redesigned, while a 655hp



Splendid view of a N° 830 Squadron Swordfish Mk.I carrying the identification letters T4F on the fin flash, but with serial L2817 overpainted, launching a dummy torpedo during a training session at Kalafrana. The date is September 7, 1940 and the pilot is Sub Lt Pat Chambers, RN, who was carrying Sub Lt Geoffrey Nult, RN, as Observer and Cpl Clarke, RAF, as Air Gunner. After seeing the photo of that day's effort, Chambers commented that he was flying into the early morning sun and did not realise how low he really was! (R.J. Caruana Archives)

'Ole Stringbag

replaced the Blackburn Shark. When war broke out in September 1939, the Fairey Swordfish was in service with 13 Fleet Air Arm (FAA) squadrons, while a further 13 were to be equipped with the type during the course of the war.

The Malta Connection

This story begins in May of 1940 when a

enter the war on Germany's side. Four days after the declaration of war by Italy, on June 10 1940, nine Swordfish manned by instructors and pupils and led by Lt Cdr G.C. Dickins, RN, had the satisfaction of being the first aircraft to drop bombs on Italian home territory. The bombs were "borrowed" from the French and secured with spun yarn and fused before just

Pegasus IIM3 was fitted.

In this form, T.S.R.II became the first true Swordfish prototype (serialled K.4190) and took to the air for the first time on April 17, 1934 at the hands of Flt Lt Chris Staniland, who the previous September had miraculously survived the crash of T.S.R.I. The prototype was transferred to Hamble where its wheeled undercarriage was replaced by floats, flying in this form on November 10. Successful water handling trials were followed by catapult and recovery tests aboard HMS *Repulse*.

Refitted with its wheels, K4190 proceeded to the Aeroplane and Armament Experimental Establishment at Martlesham Heath where it proved its potential after a series of rigorous tests. This led to a pre-production order for three machines and an initial production

The Fairey Swordfish

Mention the Fairey Swordfish and one immediately associates the aircraft with the epic Bismark and Taranto attacks. One of the unsung contributions to Malta's war victory is that of the Fleet Air Arm squadrons operating from Hal Far and Kalafrana at Malta. The reason can be found in the less than glamorous equipment with which naval aviators had to perform their duties against great odds and through an enormous sacrifice. Richard J. Caruana narrates the Stringbag's wartime operations from the George Cross Island, while providing modellers with a selection of colour schemes illustrating this famous warplane's career.

order for a further 68 examples, the first of which entered service with N° 825 Squadron in July 1936. By the end of that year it had replaced Fairey Seals and Blackburn Baffins with a number of naval squadrons and by 1938 it had also

training squadron of 24 Swordfish was based at Hyères, in southern France, designated N° 830 Squadron. Twelve Swordfish were formed into a striking force to operate under the French Admiralty should Mussolini decide to

before take-off. Twenty-three of these bombs landed on Genoa but the effect of this raid was not observed.

With the fall of France, 830 Squadron was ordered to leave that country on June 17 through a signal from London which arrived at 1400hrs. The following day, the 24 Swordfish took off for the French naval air station at Bône on the coast of Algiers. Some of the maintenance ratings were carried as passengers during the 430-mile flight which lasted four hours and twenty minutes. Here the squadron split up, the training half returned to England via Casablanca and Gibraltar. The striking force, under the command of Lt Cdr F.D. Howie, RN, flew via Medjez-el-Bab in Tunis to Hal Far airfield at Malta.

Training still unfinished, the unit began a working up period which included simulated torpedo attacks

Fairey Swordfish



Fairey Swordfish I, L2817/T4F of No 830 Squadron at Malta in November 1940. Note: barely visible on the blue band of the flash is the 'P' of the code in black

Fairey Swordfish I, P4216/5A of No 821 Squadron, 1940



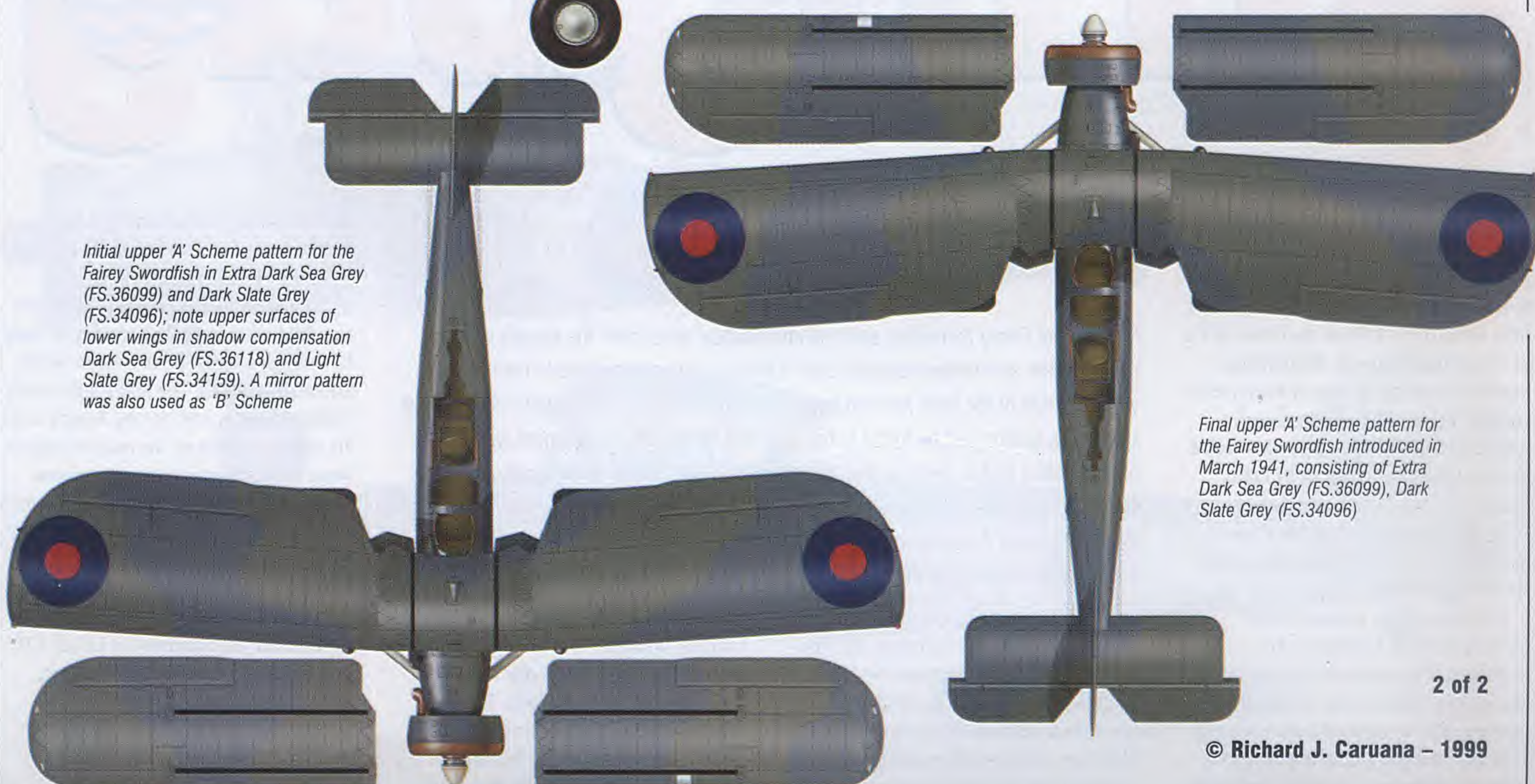
Fairey Swordfish II, NE951/S1 of No 860 (Dutch) Squadron on board MAC-ship Gadila, 1944-45



Fairey Swordfish II, LS348/KL of No 756 Squadron based at Katakurunda, Ceylon, 1944



Initial upper 'A' Scheme pattern for the Fairey Swordfish in Extra Dark Sea Grey (FS.36099) and Dark Slate Grey (FS.34096); note upper surfaces of lower wings in shadow compensation Dark Sea Grey (FS.36118) and Light Slate Grey (FS.34159). A mirror pattern was also used as 'B' Scheme



Final upper 'A' Scheme pattern for the Fairey Swordfish introduced in March 1941, consisting of Extra Dark Sea Grey (FS.36099), Dark Slate Grey (FS.34096)

against the uninhabited islet of Filfla and runs inside Marsaxlokk Bay. On June 30 the unit received its baptism of fire when it attacked the oil refineries at Augusta, in Sicily. Though this raid was of great moral value for the Maltese defenders, who at that time saw in these Swordfish the sole means of hitting back, the actual results left little impression on the enemy. Two of the unit's Swordfish were damaged on the ground by six Fiat CR.42s which strafed Hal Far on July 4.

Better luck was encountered on July 6 when a hangar at Catania was hit and damaged. Augusta was revisited on September 13; again the results were short of satisfactory especially when one considers the loss of three Swordfish and two crews during this attack. These losses were replaced by six new Swordfish which were flown to Malta off HMS *Illustrious* later that month.

Torpedo Attacks

During that time the Swordfish were always at 15 minutes' readiness for anti-submarine duties, and the unit worked up for the rôle for which it had actually been created: torpedo attacks. On the night of 13-14 August, three Swordfish armed with 'tin-fish' (naval jargon for torpedoes) and a further six aircraft armed with bombs performed an attack on Augusta Harbour. The force met with intense flak and two of the torpedo-carrying Swordfish were shot down while the third, though hit, managed to struggle all the way back to Hal Far.

On September 13 another Swordfish was lost in strange circumstances. Sent to search for a missing Blenheim, it landed at Pantelleria by mistake and was captured intact by the Italians. Somewhat depleted, the remaining aircraft were absorbed into No 3 Anti-Aircraft cooperation Unit (AACU) at Hal Far. Replacements arrived on January 1, 1941 when six Swordfish of No 821 'X' Squadron on board *Ark Royal* flew to Malta, to counter the ever-increasing threat which was facing the Island, especially with the arrival of *Fliegerkorps X* in Sicily.

They were practically grounded during the latter part of January when the Island suffered heavily at the hands of the Luftwaffe which was determined to sink the crippled HMS *Illustrious* in Grand Harbour, something which it failed to do due to the tenacity of the few Hurricanes operating from Malta, the harbour's magnificent net of anti-aircraft guns and the carrier's own Fulmars which she had landed at Hal Far.

Illustrious managed to slip out of Grand Harbour on January 23 for Alexandria, and Swordfish operations resumed during the second week of February when No 830 Squadron turned its attention to bombing Tripoli, which it attacked on the night of the 10th. During this attack a Swordfish was lost. Later on that same day eight ground personnel were blown up when the torpedo they

were fitting to a Swordfish at Hal Far exploded. Raids against Tripoli continued on a regular basis, another Swordfish failing to return on March 18.

Operations against convoys were also part of the unit's duties. Usually a RAF aircraft on reconnaissance between Sicily and Cape Bon would sight an enemy convoy bound for North Africa, return, and then pick it up again at dusk. The naval striking force would time its departure from Hal Far to arrive over the convoy in the dark. Its main difficulty was to elude the standing patrol of Messerschmitt Bf 109s which encircled the Island by day, waiting to intercept a striking force as it returned after dawn. One such operation was on the night of

number of sorties was exceedingly high for such old aircraft, the maintenance crews on the ground working in very difficult conditions to keep their aircraft serviceable during the long succession of heavy raids which the Island was subjected to during winter and spring of 1941. The airfield at Hal Far was a constant target and the Germans tried to stop the Swordfish from leaving the ground by keeping at least one aircraft dropping bombs all night at short intervals over the airfield. One pilot wrote: *"This practice made it very uncomfortable while taxiing to the take-off position, and sometimes entailed taking off without knowing whether bomb splinters or shrapnel had penetrated any vital part of the aircraft"*.

On May 21, 48 Hurricanes were flown off HMS *Ark Royal* and *Furious* (OPERATION SPLICE) accompanied by a Fulmar for each

which they attacked. One blew up, another sank. Later on that same day five Swordfish attacked the two remaining vessels with torpedoes, hitting one of the escorting destroyers and a large tanker which had to be abandoned as a total loss.

On July 25 much-needed reinforcements from No 825 Squadron of the *Ark Royal* were flown to Malta. Two of these aircraft were fitted with the ASV (Air to Surface Vessel) radar, a most welcome addition to the Swordfish squadron's capabilities. Furthermore the remaining personnel of No 829 Squadron (HMS *Formidable*) were absorbed into No 830 giving the ground crew much needed relief.

July's end saw the command of the unit passing over, albeit temporarily, to Lt H.E.H. Pain. That same night a flight of Swordfish tackled another convoy off Pantelleria, leaving a 6,000 freighter badly damaged. The ASV aircraft now played an



A Swordfish believed to be from No 828 Squadron completely armed with a torpedo awaits dusk to go into action. Note the all-black finish and the extra fuel tank just aft of the pilot's headrest (RJ Caruana Archives)

April 11-12, when a 69 Squadron Maryland sighted a convoy. A Swordfish was sent to shadow it throughout the day with the main force attacking at 2100hrs. Two Swordfish were hit by the violent flak which the striking force encountered.

During this time the Swordfish were also used to drop mines in North African harbours. Such a night operation was planned for May 6, when three aircraft laid mines in Tripoli Harbour, one Swordfish failing to make it back to base. Four days later the operation was repeated.

Some of the Swordfish on Malta were of 1935 vintage, with no blind-flying instruments. The losses were considerable but the operations served their purpose: that of putting pressure on the enemy convoy routes, cutting down the supplies the Axis could land in North Africa. The

section, acting as navigational aircraft. These Fulmars were being operated by crews of No 800 'X' Squadron under the command of Lt J.S. Manning, RN, and had joined the carrier at Gibraltar after transferring from *Furious*, exchanging their old and worn-out Fulmars for those on the *Ark*. On arriving at Malta they were incorporated into No 830 Squadron to act in the night fighter rôle.

On July 17, three Swordfish of No 830 Squadron intercepted and torpedoed an Italian tanker which was damaged and forced to return back to Italy, with 6,000 tons of fuel badly needed in North Africa still on board.

Cooperation with Blenheims

Often FAA operations were made in cooperation with the RAF. On July 22, Blenheims spotted a convoy of four large Italian merchant ships off Pantelleria

important part in finding convoys at a distance, cutting down considerably the workload on crews during long flights using the "Mk. 1 eyeball". Once found, a striking force would be led directly onto the enemy thus saving time, fuel and the crew's energy. One such splendid show of coordination was on August 31 when five Swordfish were homed onto the 861-ton *Egadi*, which they torpedoed and sank.

Happy Hunting Grounds

With the move of *Fliegerkorps X* out of Sicily to the more pressing needs of the Russian Front, attacks on Malta, and on British naval activity in the Mediterranean, abated. The relative ease with which Axis convoys could hitherto keep Rommel's army in North Africa supplied was now open to challenge by Malta-based RAF bombers and FAA aircraft.

No 830 Squadron was getting short on armament, especially torpedoes, which had to be either flown in by Sunderlands or supplied by submarine. September opened with another splendid display





Facing Page: A rare document showing the hangars and dispersal at Hal Far. The date is January 5, 1941 and the photograph was taken from aboard Swordfish Mk.I L2833 during the landing run. Pat Chambers was again at the controls while the Observer/Photographer was Sub Lt F. Freedman, RN. The most interesting aspect is that there are at least six more Swordfish visible on dispersal, at the mercy of any enemy attacks, as no protective pens are yet to be seen. The hangars, too, are all still standing, but not for long. (R.J. Caruana Archives)

when the *Andrea Gritti*, a 6338-ton merchantman carrying ammunition, aircraft spares, food and fuel was blown up by a determined attack of nine Swordfish off the "toe" of Italy, while the 6330-ton *Pietro Barbara* was badly damaged and had to be towed to Messina, where she sank on September 2. ASV radar showed its worth again within the week when Wellingtons led five Swordfish to a convoy near the Tunisian coast at midnight. In the ensuing battle one ship was claimed as sunk and two more damaged. On the 12th, six aircraft attacked the *Nicolo Odeso* of 6,000 tons. The ship was hit twice, crippled, and later blew up.

Lt Cdr J.G. Hunt, RN, officially took over command of No 830 Squadron at the end of September, but he was shot down in his Swordfish on November 12 and taken prisoner. On October 18, No 828 Squadron with two Swordfish and eleven of the less fortunate Albacore arrived in Malta and joined No 830 at Hal Far. They were flown off HMS *Ark Royal* during OPERATION CALLBOY. Of these one Swordfish was lost en-route.

No 830 Squadron scored another great success the following day when five Swordfish attacked the 4,800-ton *Caterina* off Lampedusa. The ship, carrying ammunition and bound for North Africa, was illuminated by flares dropped from a Wellington. It was hit several times until it finally blew up, while another ship was badly damaged.

Though the Swordfish enjoyed a fair range of action, it also suffered from poor performance. This was to be the downfall of no less than four aircraft out of the seven which attacked a convoy near Pantelleria on October 11. Three Swordfish, had to return to base due to technical problems while the other four had to ditch near Palermo after running out of fuel in a strong headwind. In such circumstances, 'Stringbag' crews recall the strange sensation as if their aircraft flew backwards!

On October 21, three 830 Swordfish were joined by Albacores of 828 on a convoy raid, led by another ASV Swordfish, and managed to hit the *Duca D'Aosta*, a cruiser, which had to be towed back to port with

considerable damage, while three other ships in the convoys escaped with minor hits. On October 28, the Albacores performed their first mission without the help of 830 Squadron Swordfish when seven Albacores bombed Comiso airfield in Sicily hitting hangars and fuel dumps, the latter being set on fire. While one Albacore was lost

Licata on October 31 and a submarine depot at Augusta on November 8.

At the end of November Albacores of No 821 Squadron from Dekhelia arrived. By the end of the year, naval operations from Hal Far had accounted for some

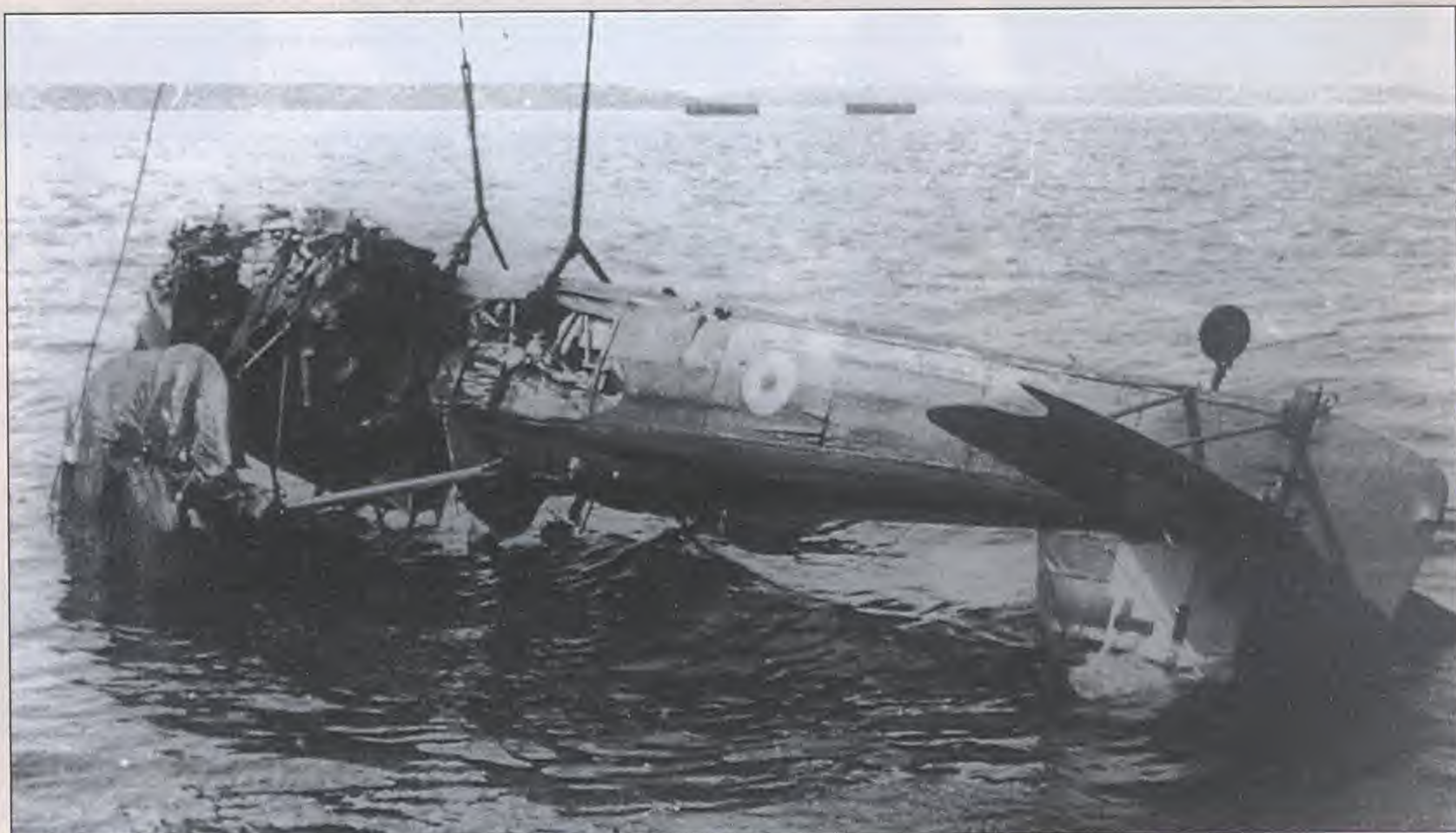


during this raid due to flak, bombing destroyed a CR.42 and damaged two others. 828 Squadron Albacores persisted with such bombings on Sicilian targets such as the railway junction at Canicattì, factories and warehouses at

400,000 tons of enemy shipping, a commendable feat considering the type of aircraft used; the toll on the lives of the FAA crews, however, was no mere sacrifice.

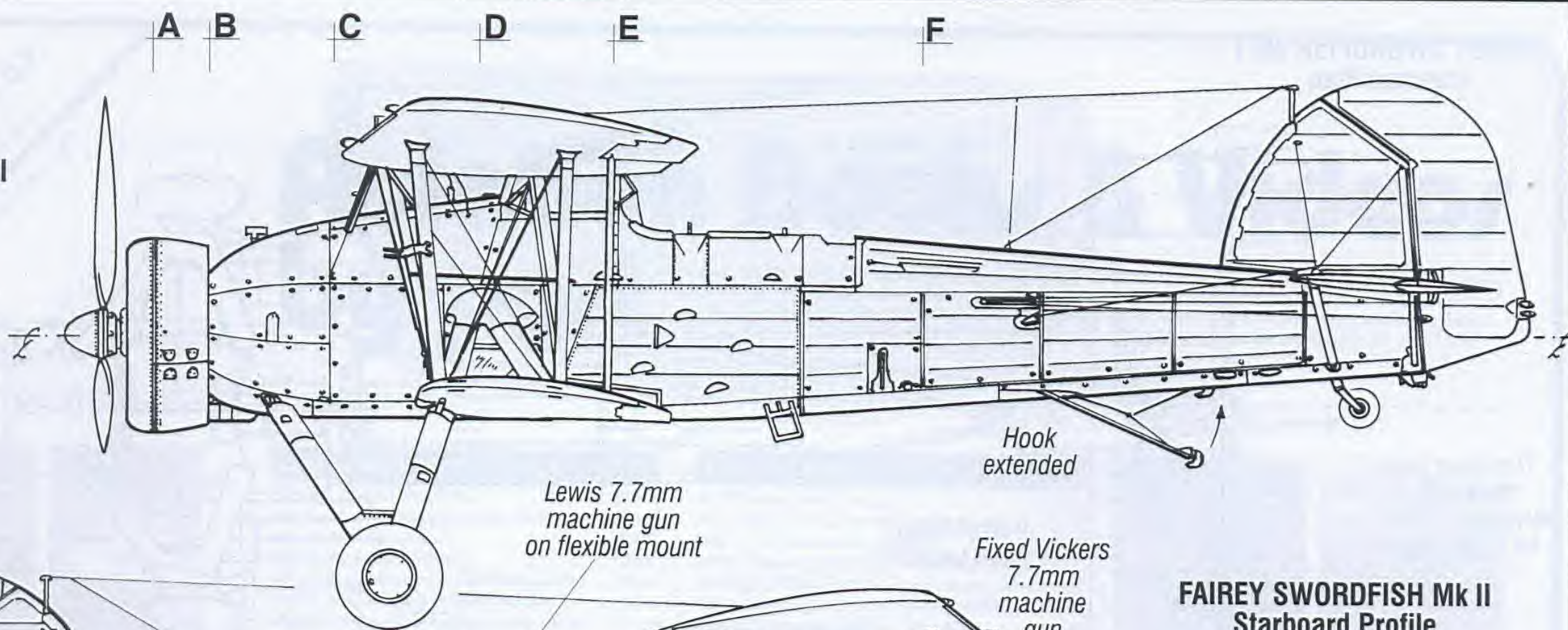
surrendered on June 11. After a short spell at Ta' Qali in June the squadron returned to Hal Far where it was disbanded on September 1, 1943.

Richard J. Caruana

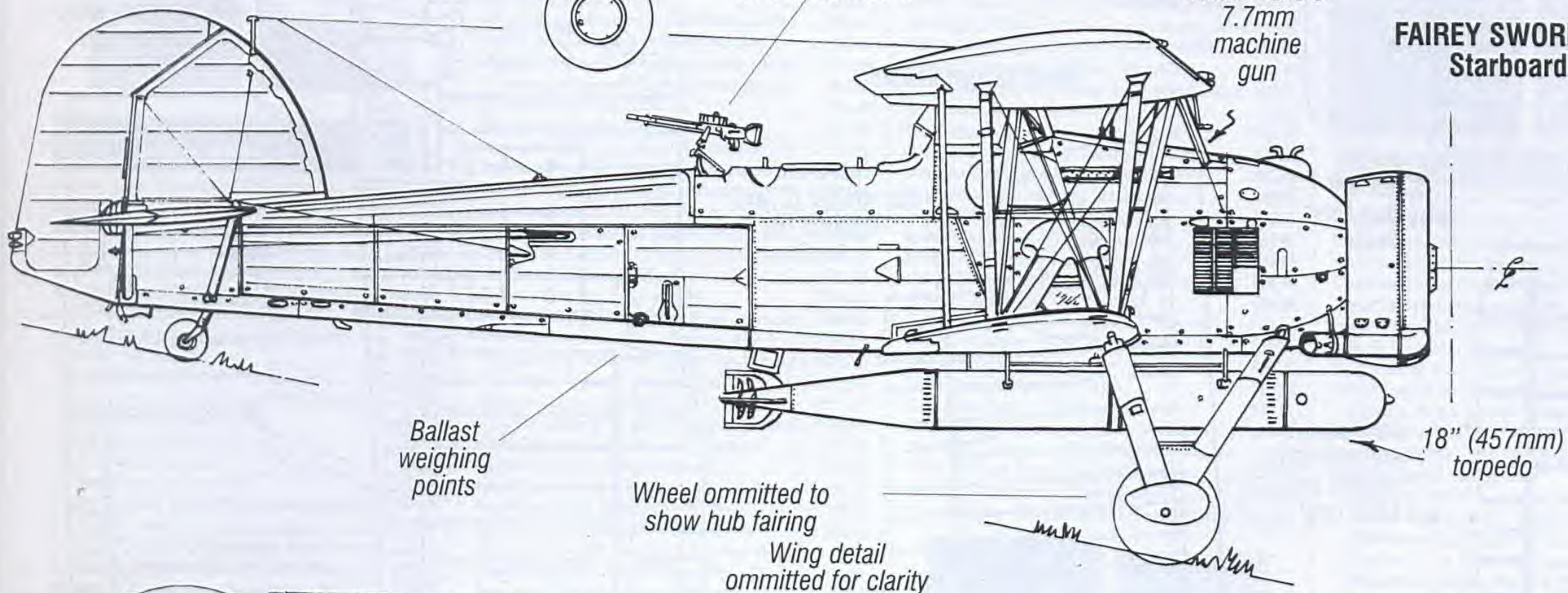


Swordfish losses were rather on the heavy side. The aircraft was very vulnerable to ground fire and the open cockpits offered little protection for its crew against the elements. Here a 830 Squadron machine is being fished out of the sea by the Italians near Lampedusa

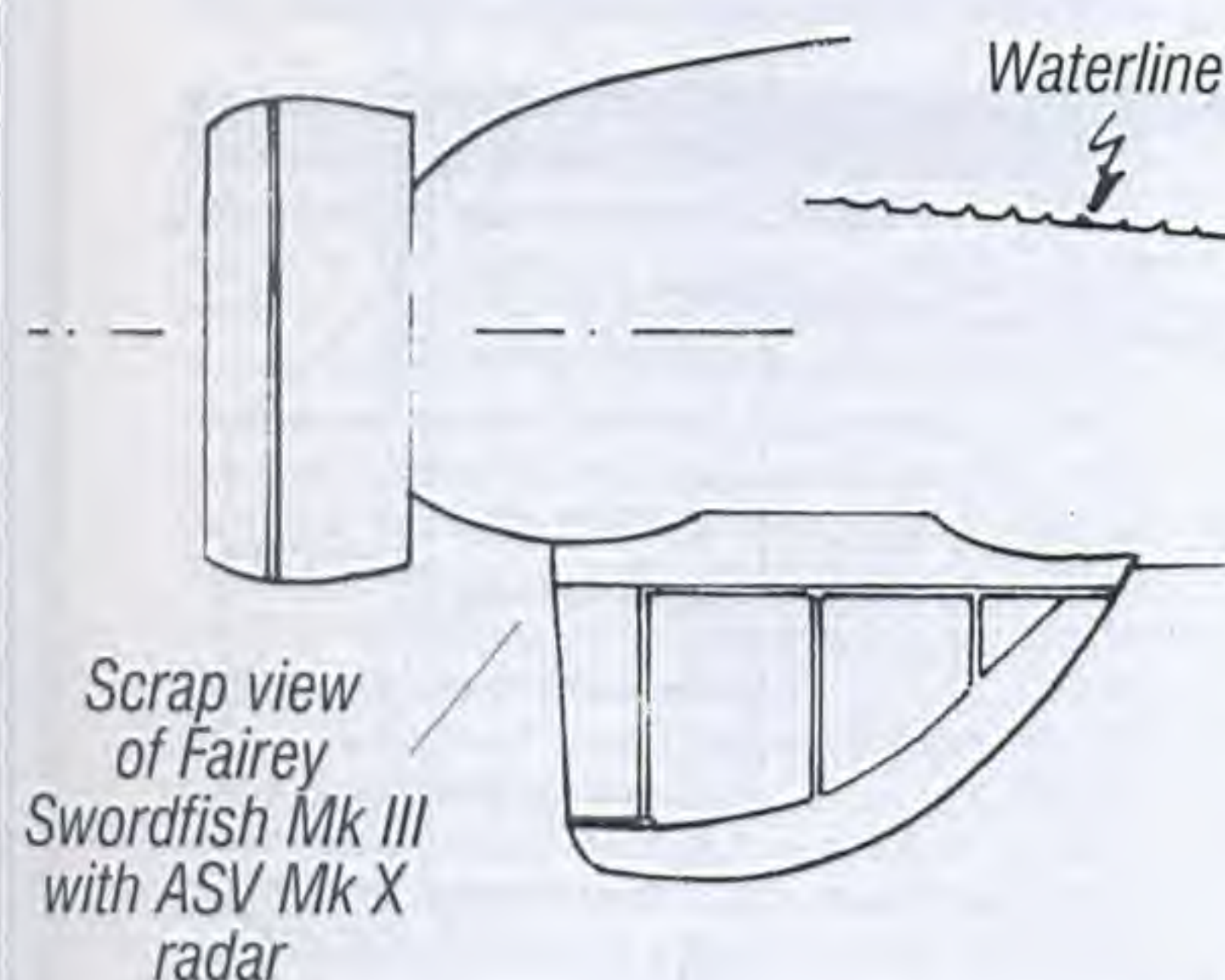
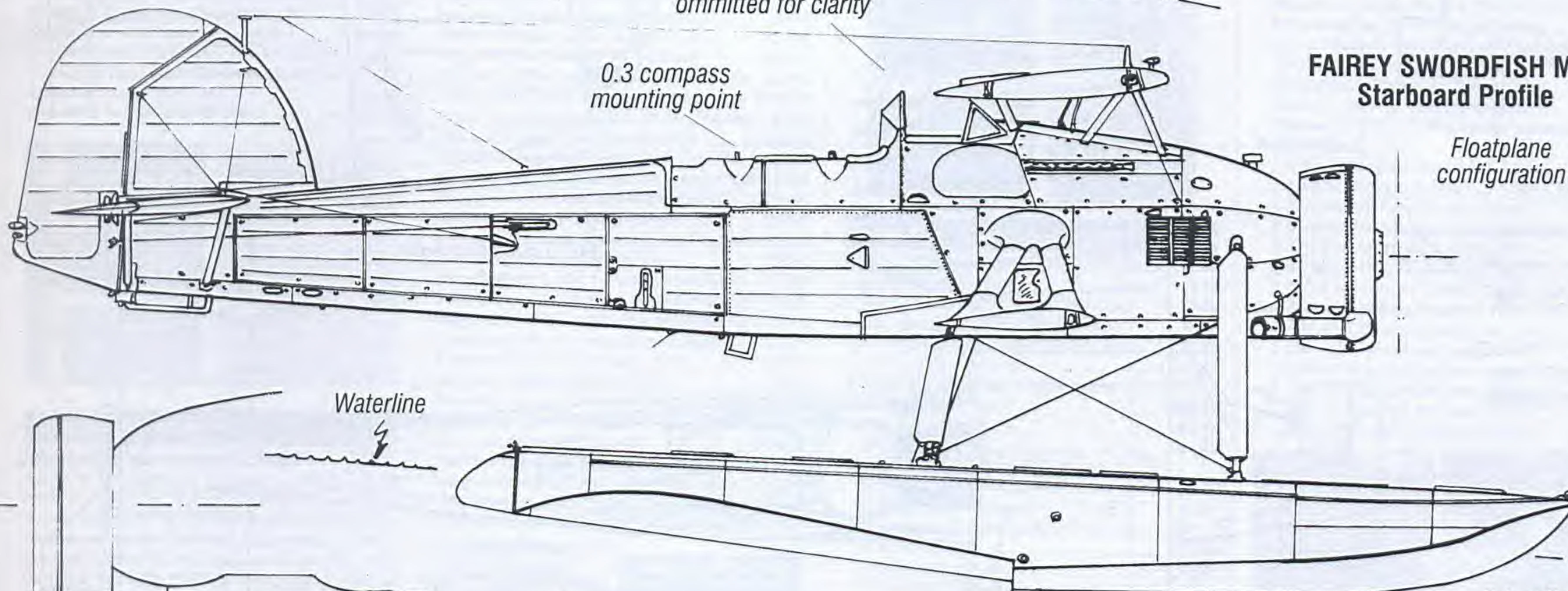
FAIREY SWORDFISH Mk I
Port Profile



FAIREY SWORDFISH Mk II
Starboard Profile



FAIREY SWORDFISH Mk I
Starboard Profile



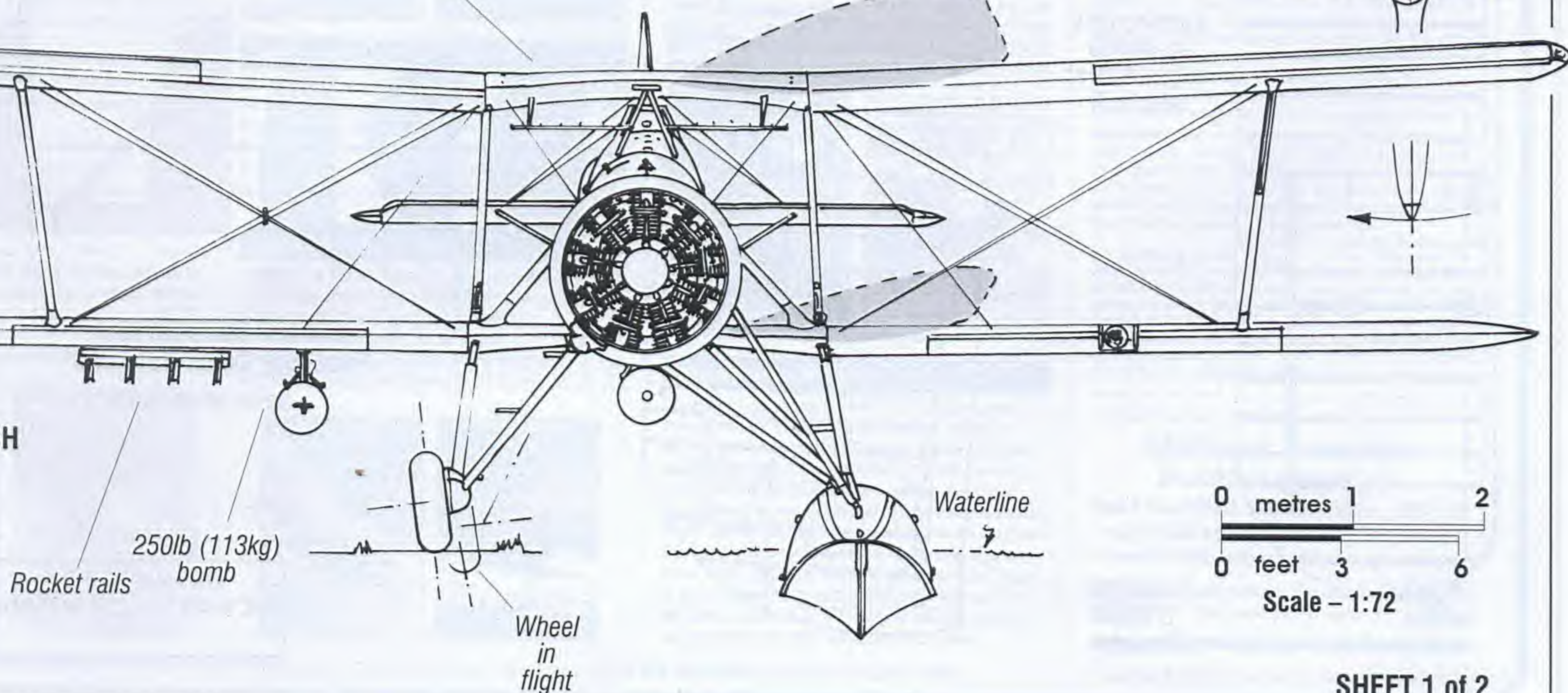
Note torpedo sight bars on centre section pyramid struts

Shaded area shows wings in folded position

Fairey Reed propeller

FAIREY SWORDFISH
Front View

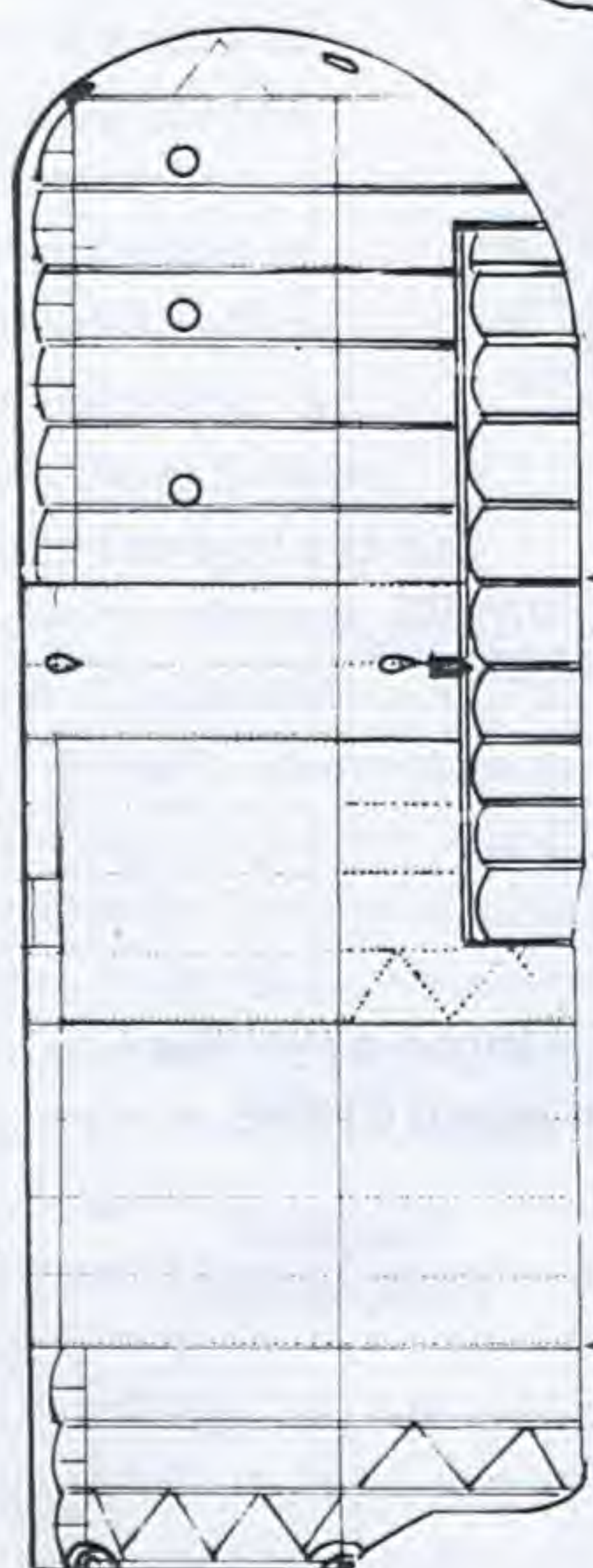
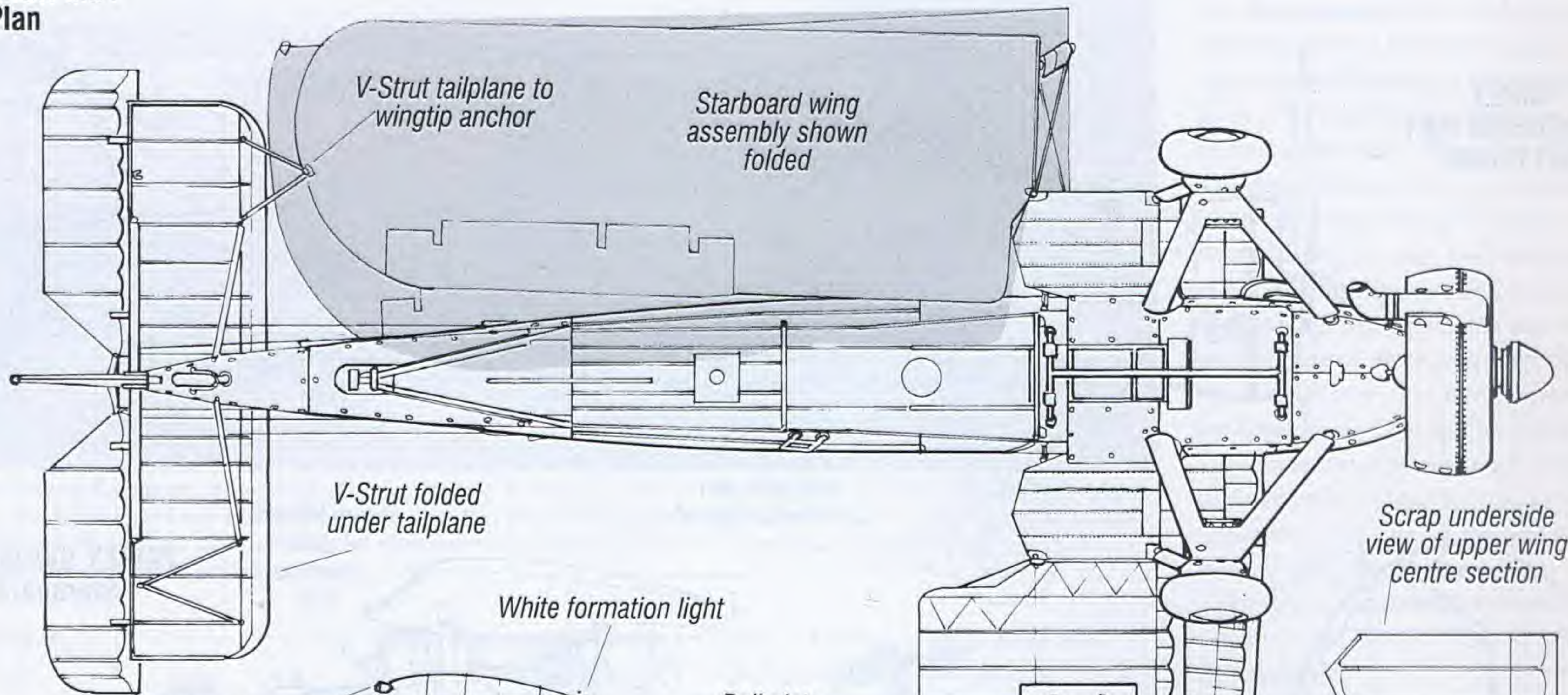
This view serves most versions



0 metres 1 2
0 feet 3 6
Scale - 1:72

FAIREY SWORDFISH Mk I Inverted Plan

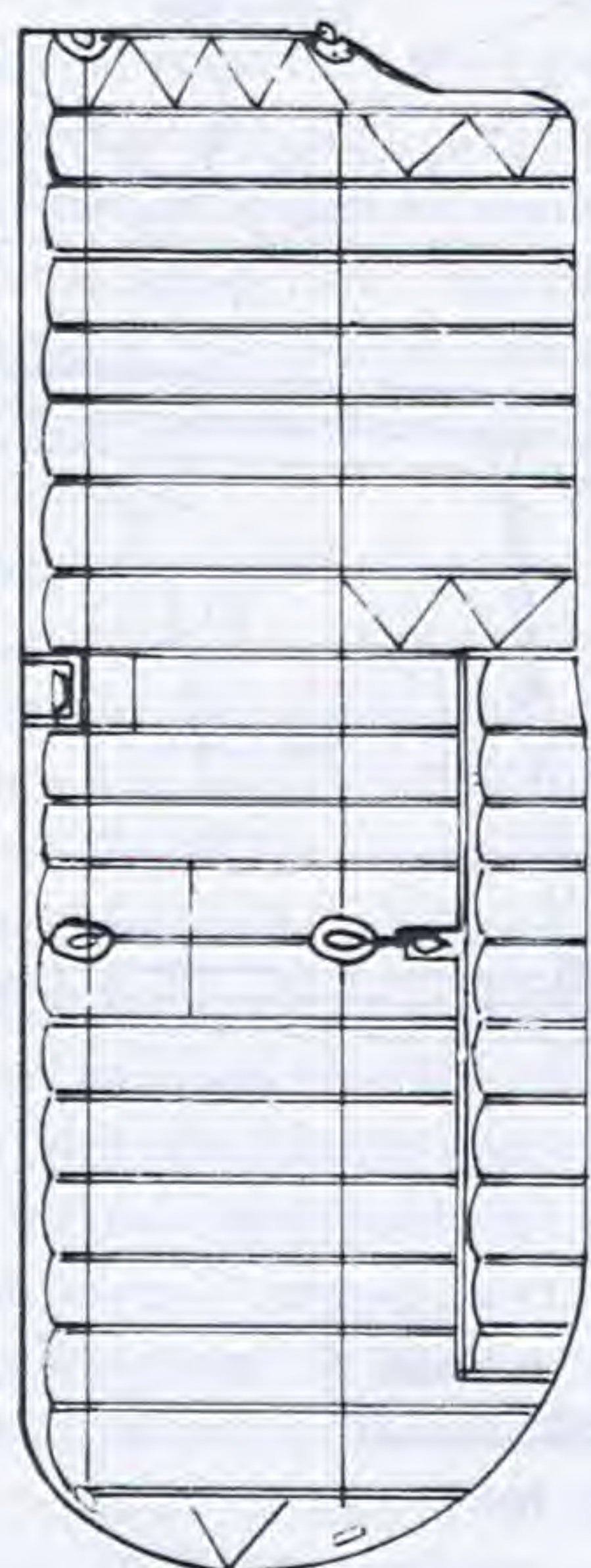
The views on
this sheet
serve also for the
Mk II as noted



Starboard
navigation light:
green

Reinforced
metal skinned
section on
Mk II only

Townend exhaust
collector ring
in burnt bronze

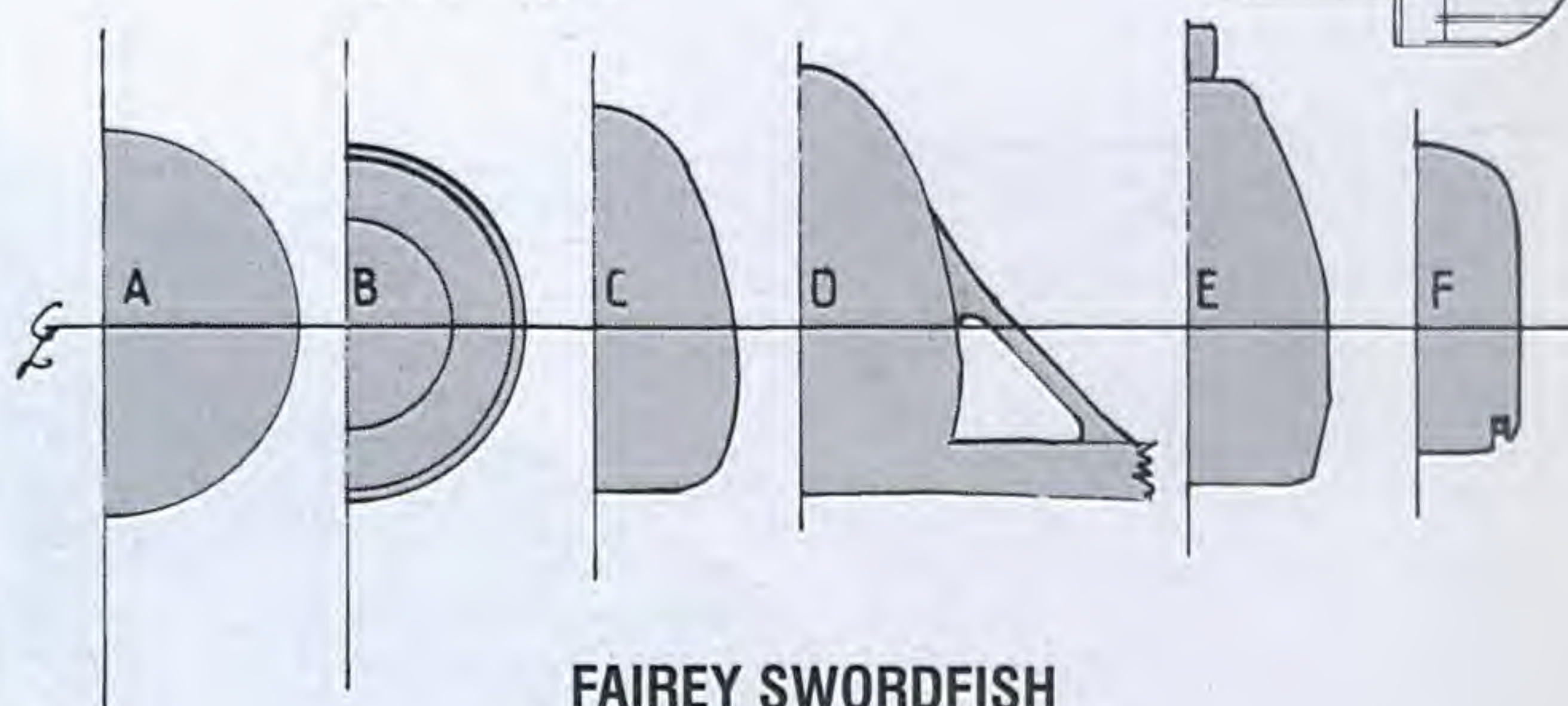


Landing light
in leading
edge of lower
wing only

Position of
'B' Type
Roundel

0 metres 1 2
0 feet 3 6

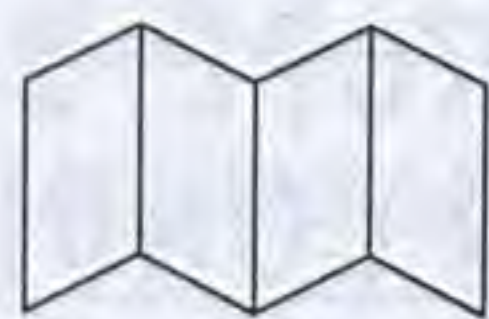
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FAIREY SWORDFISH
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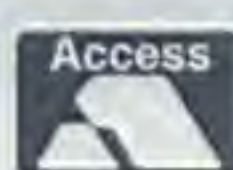
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Model Clubs and Societies!

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

● IPMS(UK) WEB SITE at

<http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk

● **AAM/IPMS PORTUGAL.** Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

● **THE ABERDEEN MODELLERS** Society. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

● **ABINGDON IPMS.** For information contact Tony Clements on 01235 522893.

● **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

● **AVON IPMS.** Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.

● **AVRO LANCASHIRE IPMS.** Contact Ian. D. Southwood on 01706 224 798 from <mailto:ianD@KSouthwood.freemove.co.uk>

● **Birmingham IPMS.** For more details call 0121 550 0515.

● **BAY MODELLERS CLUB,** Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

● **BANBURY SCALE MODEL CLUB.** Contact Reg Gray on 01295 264875.

● **BARNET IPMS.** Contact Pete Stern (Secretary) on 0181 449 7854.

● **UMS (UNIVERSITY MODELLING SOCIETY)** Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

● **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

● **CHELMSFORD MODEL CLUB.** Please note that this club has merged with the Essex Scale Model Society (see entry elsewhere).

● **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

● **THE CLACTON BRANCH OF THE IPMS.** Contact Peter Terry on 01255 428653.

● **IPMS CLEVELAND.** Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

● **COVENTRY AND WARWICKS IPMS** meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.

● **IPMS Derby & District.** New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY

● **DERBY CITY MODEL CLUB.** Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

● **EAST KENT MODEL CLUB MEETS IN RAMSGATE.** For details contact Stu Davies on 01843 867404.

● **EAST MIDLANDS MODEL CLUB.** Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

● **EAST NEUK MODELLING CLUB** is changing its monthly venue as from 1st September 1999. We will be meeting in the Committee Room of the Howe of Fife Rugby Club on the first Thursday of every month. For more information contact Brain on 01334 655131 or Dave on 01334 652439.

● **IPMS EAST NEUK** Modelling Club (in North East Fife). Contact Brian Murray, Tel. 01334 655131 for details.

● **IPMS GREECE** (Corfu Branch) Contact 0030 661 41506 or Fax 0030 661 41114.

● **ESSEX SCALE MODEL** Society (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.

● **IPMS Essex/Harlow.** For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.

● **"FAMAS"** (pronounced "Famous") journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

● **IPMS FENLAND/SPALDING MODEL GROUP.** Contact Peter Emms on 01775 767729.

● **IPMS PROVINCES OF FRANCE.** The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>

● **GLASGOW IPMS.** Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

● **GLOUCESTER IPMS.** Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

● **GRANTHAM MODEL CLUB.** Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

● **GUERNSEY PLASTIC MODELLERS GROUP.** Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

● **THE HARROW MODELLING SOCIETY.** Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.

● **HOBBY DEPOT MODELER CLUB.** Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

● **THE HORNBURCH BRANCH OF THE IPMS.** Contact K. Sparks, 8 Brockdish Ave, Barking, Essex. TG11 9DS.

● **ISCA SCALE PLASTIC MODEL CLUB - EAST DEVON.** Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

● **KEIGHLEY PLASTIC MODEL SOCIETY.** Contact John on (01535) 665722

● **IPMS KENT.** For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

● **IPMS KINGSTON (CANADA).** Contact Tony on 389 4878.

● **LINCOLN MODEL CLUB (IPMS LINCOLN).** For more information, contact Ian Crawford on 01522 533380.

● **IPMS (CANADA) LONDON.** Contact Kerry Traynor on 1-519-453-4818.

● **KAIMAI BRANCH IPMS (NZ).** Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

● **LORDSWOOD (JUNIOR) MODEL CLUB** is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

● **LOTHIAN MODELLERS CLUB AND EDINBURGH IPMS.** For details contact Ian Hanratty on 0131 665 4087.

● **LUSO-FANATICS.** Quarterly newsletter about Portuguese Military Aviation. Contact Dr Rui Domingues. P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt

● **MARITZBURG MODELLERS CLUB,** South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

● **MEDWAY MODELLING CLUB,** Gillingham, Kent. Contact Harry Greenwood, 01634-829531 or Alan Starkey, 01474-357064.

● **MILDENHALL PLASTIC MODEL CLUB.** For information contact Peter on 01638 742354.

● **MILTON KEYNES MODEL CLUB.** Contact Phil Smith on 01908 505988.

● **NORFOLK SCALE AIRCRAFT MODEL GROUP.** For information call John Turner on 01603 890595.

● **NORTH ESSEX MODELLERS.** Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

● **NORTH SOMERSET MODELLERS SOCIETY.** For more information ring Fred Tooke on (01934) 416798.

● **NORTH STAFFS MODEL CLUB.** Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

● **NORTH WALES MODELLING CLUB.** Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).

● **NORWICH SCALE MODEL GROUP.** For more information please contact John Turner on 01603 890595.

● **NOTTINGHAM AND DISTRICT IPMS.** Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

● **GREATER PETERBOROUGH MODEL CLUB.** For details ring Jim Sylvester on 01733 571728.

● **PLYMOUTH SCALE MODEL ASSOCIATION.** Contact Roger Haskell on 01752 267527 after 6pm.

● **PMC KOELN E.V., GERMANY.** For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklemi@netcologne.de

● **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.

● **Poole Viking Model Club** (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

● **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB.** Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

● **SALISBURY IPMS.** Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdawn, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

● **SHROPSHIRE SCALE MODELLERS (IPMS TELFORD).** Contact Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.

● **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.

● **SOUTHEAST-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.

● **South London Scale Model Club.** For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.

● **ST. EDMUNDSBURY SCALE MODELLERS.** Contact Rod Jones (Secretary) on 01284 - 766104.

● **STAFFORD IPMS MODEL CLUB.** For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

● **IPMS STE HELENE (MONTREAL, CANADA).** For information contact Jean Marc Perreault. Tel: 450 656 7243.

● **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

● **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

● **SUSSEX MODEL GROUP.** For information please contact 01403 782638.

● **SUTTON COLDFIELD MODEL MAKERS' SOCIETY**

For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

● **TAYSIDE MODELLING SOCIETY.** Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

● **THURROCK SCALE MODEL CLUB.**

For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

● **IPMS TORONTO (CANADA).** Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

● **WALLINGFORD (IPMS).** If you would like to know more contact Paul Dean on 01844 215360, or George Clark on 01491 201902

● **WARRINGTON IPMS.** For details contact Dave Foxall on 01925 825619.

● **WATFORD SCALE MODEL CLUB.** For more information call Nigel Foster on 01582 667210.

● **WEST MIDDLESEX IPMS.** Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

● **IPMS YU-Vojvodina (Yugoslavia).** Contact Nenad Mikisev, Bulevar Veljika Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

● **YORK & DISTRICT PLASTIC MODELS SOCIETY.** Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

● **World War One SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>

● **NACHTIGALL. A NEW SIG FOR ALL THOSE INTERESTED** in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 6pm.

● **IPMS GULF WAR SIG.** Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: gary@patrol.i-way.co.uk

● **WINGS 'N' WIRES.** IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

● **SIGPMA** a new SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt

● **YUGOSAV AVIATION SIG** discussion board at <http://disc.server.com/58276.html>.

● **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

● NEW CLUBS (FORMING)

New club being formed in the Lancashire area. For more information contact Richard on 01204 699379 or Dave on 01204 695375.

● **Formation of a new society in the Cornwall area.** Anyone interested in joining this society should contact the address below, enclosing a stamped SAE, so that possible meeting venues etc can be determined by establishing the location of the greatest density of potential members. Contact The Cornish Plastic Modelling Society c/o Havenhurst, Granny's Lane, Perranporth, Cornwall. TR6 0HB. Tel: 01872 573191.

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Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- **November 6th.** Cleveland Model show will be held at the Euclid Square Mall, Euclid, Ohio, USA. For more information contact John Vitkus, 3323 Maynard Road, Shaker Heights, OH 44122-3437, USA. Tel: 216 751 2224 or Email vitkusj@aol.com
- **November 20th.** Model Club show to be held at Hobby Depot, 1524 East Sumner Street, Hartford, WI 53027, USA. Contact Mike on 414 670 6242 or Email Sabre_Jet@WebTV.net.

● **November 27th.** Abingdon IPMS Show. 10am to 5pm. Preston Road Community Centre, Abingdon. Contact: Tony Clements. 01235 522893.

● **November 28th.** 8th Annual Plastic Model Contest, South Seneca High School, Ovid. For more information call 607 532 9489 or write to: Rock River Model Hobbies, 7762 Rock River Road, Interlaken, N.Y. 14847. Email: RRMHobbies@aol.com.

2000

● **February 5th-13th.** IPMS-Greece (Corfu Branch) 10th Annual Modelling Contest & Show at the Corfu Municipal Theatre's Foyer. For more information contact Spiros Margaritis (0030 661 41506 Mobil 0030 977 694036), Dimitris Moumouris (0030 661 51107, Mobile 0030 977 566523) or Symeon Sourvinos (0030 661 44937 Mobile 0030 945 955871).

● **March 11th-13th.** Model Expo, Australian Open Plastic and Scale Model Championships

will be held in the Arts and Crafts Pavilion, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale. For more details write to Model Expo 2000 c/o IPMS Australia Inc., GPO Box 1187K, Melbourne 3001, Australia, or telephone Graeme Dodd on (03) 9808 0341 or Ian Vale on (03) 9873 4256

● **April 16th.** The IPMS Gloucester Y2K Model Show will be held at the Churchdown Community Centre, Parton Road, Churchdown, Gloucester. Contact Jeff Brown (Branch Secretary) 123, Pheasant Way, Beeches Park, Cirencester, Glos. GL7 1BJ

● **29th April.** Poole Viking Model Club (Incorporating Dorset IPMS) Annual Model Show will be held at Bournemouth University Sports Hall, Talbot Campus, Fern Barrow (off Wallisdown Road), Bournemouth. Contact Ian Demeney, 1 Strathmore Drive, Verwood, Dorset. BH31 7BJ. Tel: 01202 828724 or Email poole.viking@virgin.net

Events Diary at a Glance



1999-2000

November 6th ● Cleveland Model Show, Euclid, Ohio (USA)

November 20th ● Hobby Depot Model Show, Hartford, USA.

November 27th ● Abingdon IPMS Show.

November 28th ● 8th Annual Plastic Model Contest, Ovid, USA.

2000

5-13th February ● IPMS-Greece (Corfu Branch).

11th-13th March ● Model Expo, Melbourne, Australia.

16th April ● The IPMS Gloucester Y2K Model Show, Gloucestershire.

29th April ● Poole Viking Model Club, Annual Show, Bournemouth.

Readers Classified

For Sale

● **PD Parts (48.02) Rotol spinner and propeller** for Tamiya Spitfire Mk I or V at £4.50 including P&P. Contact J. Collier, 23 Stonehill Close, Ranskill, Retford, Notts. DN22 8NG.

● **Aircraft Monograph 8 (AJ Press)** 'Me 262 Schwalbe Pt. 1' £7, Wings of Fame Volume 4 (Hardback) £10 and Volume 5 (Softback) £8. Also available programmes from 'Duxford Vintage '81', Duxford (14th September 1980) and USAF Mildenhall Air Fete '81 and '82, £2.00 each. Offers in writing via the Editor at the editorial address please, or Email SAMed@compuserve.com.

● **CraftWorks 1/32nd scale mixed-media kits** of the Curtiss P-40 and P-36, 280.000 lire the pair (will not split), plus 40.000 lire postage. Payment by IMO only. Contact M. Marsan by fax on 00039 771 549240, or by mail at Fermo Posta, Formia, 04023, Italy.

● **Aircraft Modelworld magazines**, March 1984 to December 1984, complete issues (12 each) for 1985, 1986, 1987 and January to November 1988. All in good condition with ring binder punch holes. Best offer for the lot (57 issues). Buyer collects. Contact Harry Eve on 019903 774136 (West Sussex).

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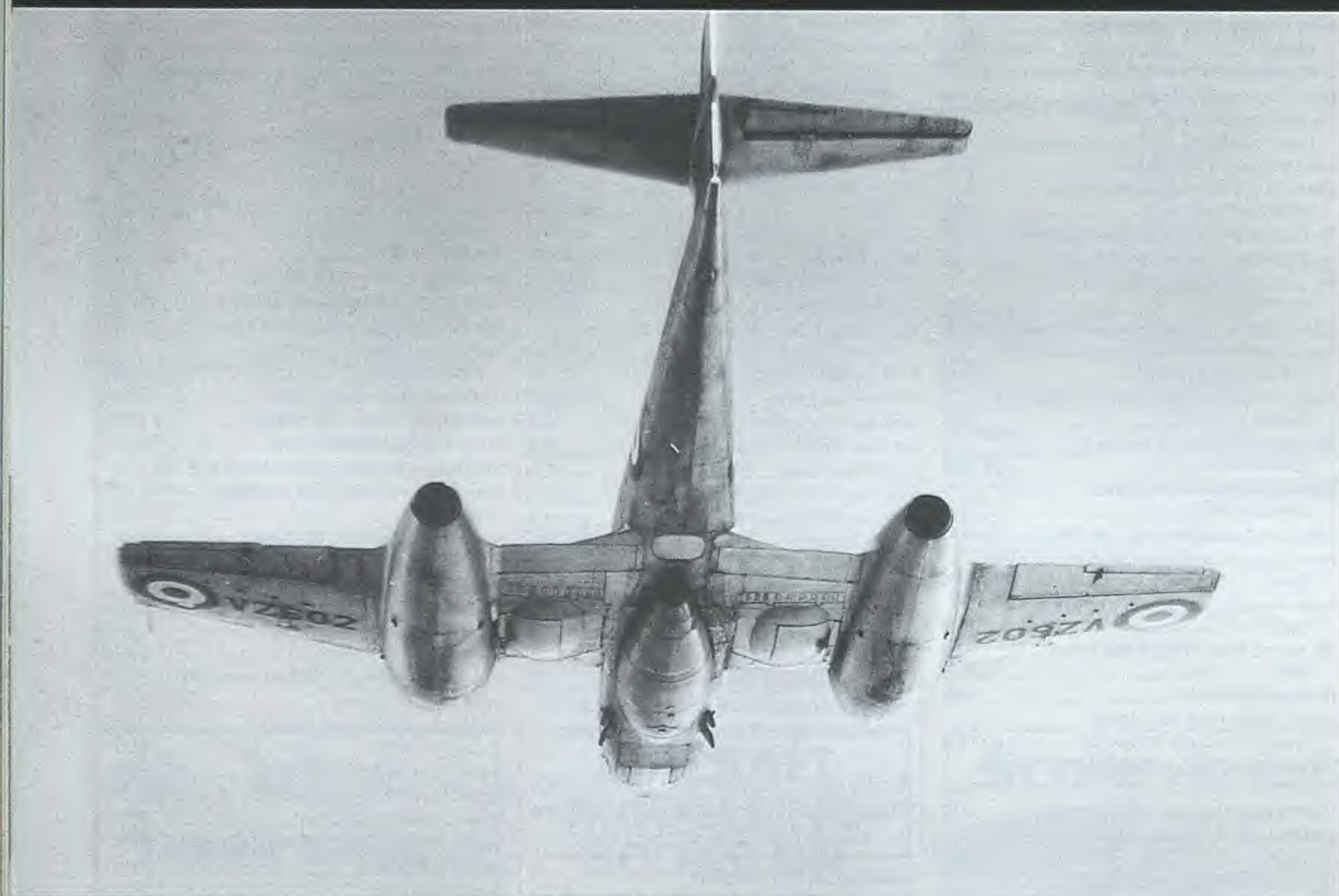
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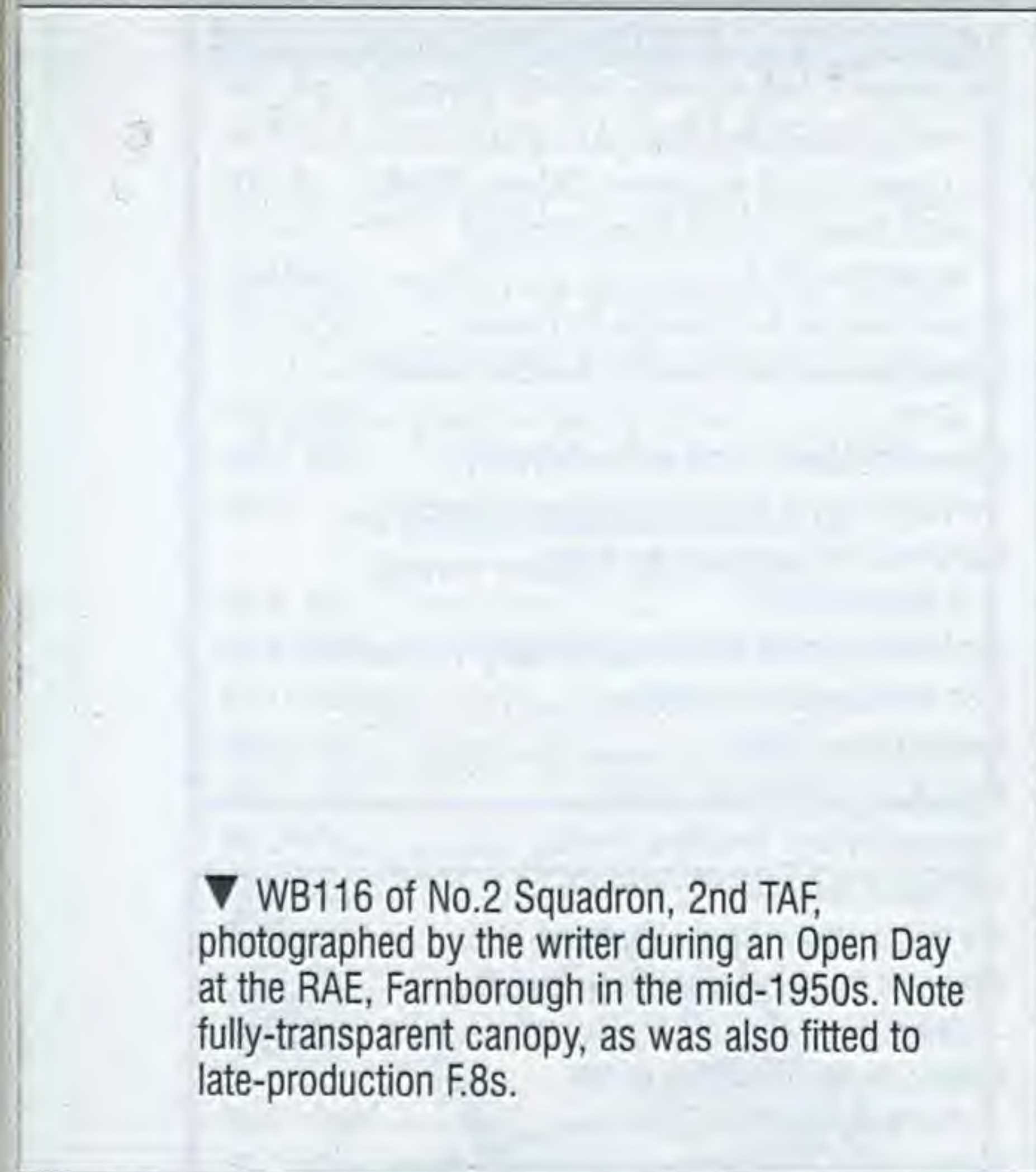


◀ VZ603 A•B of No. 2 Squadron, 2nd TAF at the instant of becoming airborne in the summer of 1951. Note the squadron leader's pennant below the windscreen, although on this occasion the pilot was Plt Off R. Smith.

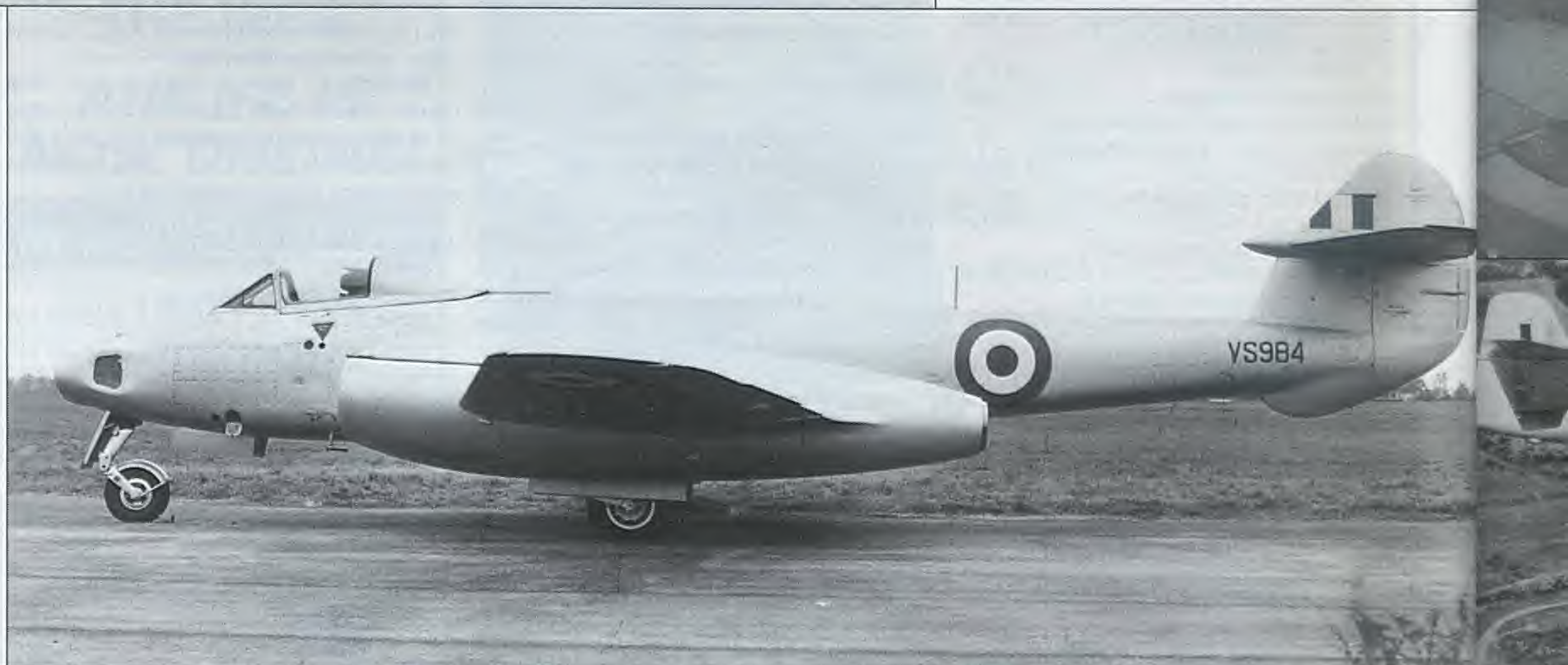


The FR.9 and PR.10
Developed to replace the RAF's ageing Spitfire Mk XVIIIs in the fighter-tactical reconnaissance role, the Gloster Meteor FR.9 was basically an F.8 with a new nose section containing a remotely-controlled F.24 camera for oblique photography through glass panels on either side and ahead. Just 126 FR.9s were built, with deliveries beginning in July 1950. Some were exported to Ecuador, Israel and Syria.

◀ ▲ ▶ Three studies of VZ602 UU•A of No.226 OTU, formerly a No.2 Squadron aircraft. Silver finish overall with black serials, codes and wing-walk stripes.



▼ WB116 of No.2 Squadron, 2nd TAF, photographed by the writer during an Open Day at the RAE, Farnborough in the mid-1950s. Note fully-transparent canopy, as was also fitted to late-production F.8s.



▲ ▲ Port side and head-on views of VS984, dated 8 November 1950

t Album

Philip Moyes presents a Scrapbook of Photographic Meteors



► Fine banking shot of VZ602 carrying ventral and under-wing drop-tanks. The two ventral camera ports are visible near the trailing edge of the wing



The Meteor PR.10 was developed concurrently with the FR.9 and first flew shortly after the latter (on 29th March 1950) and production was limited to just 58 aircraft. Designed to succeed the Spitfire PR.XI and PR.19 for high-altitude reconnaissance, it reverted to the long-span (43 ft) wing of the early fighter versions of the Meteor and also used an early-type tail assembly. It had the FR.9 camera nose, the F.8 forward fuselage, and two additional cameras for vertical photography further aft. Some late-production PR.10s featured fully transparent cockpit canopies.

▼ The prototype/first production PR.10, VS968, with ventral drop-tank



◀ A picturesque low-level air-to-air shot of the prototype FR.9, which first flew on 22 March 1950, showing the external guide chutes for expended cartridge cases. Inset is a close-up of another FR.9's nose.



▲ First PR.10 to be delivered, VW376, which went to No.541 Squadron at Gütersloh on 15 January 1951, and seen here sporting the unit's codes WY and the aircraft letter C

North African IX

1/32nd
SCALE



eduard



PARAGON
DESIGNS

Technical Data

Manufacturer: Hasegawa
Scale: 1/32nd
Kit No.: ST2 (08052)
Price: £15.00
Type: Injection Moulded Plastic
Parts: Plastic 83 (Dark Grey), Clear 10
Decal Options: 2 (No.601 & No.303 Squadrons)
Manufacturer: Hasegawa Seisakusho Co, Ltd.
UK Importer: Amerang Ltd.

Introduction

In September 1941 the parity between the RAF's and Luftwaffe's premier fighters, the Spitfire V and the Messerschmitt Bf 109 respectively, came to an end with the introduction to service of the Focke Wulf Fw 190.

This excellent fighter was superior in all important respects to the Spitfire V, able to out-climb, out-dive and out-roll its opponent, as well as having a 20mph speed advantage at any altitude.

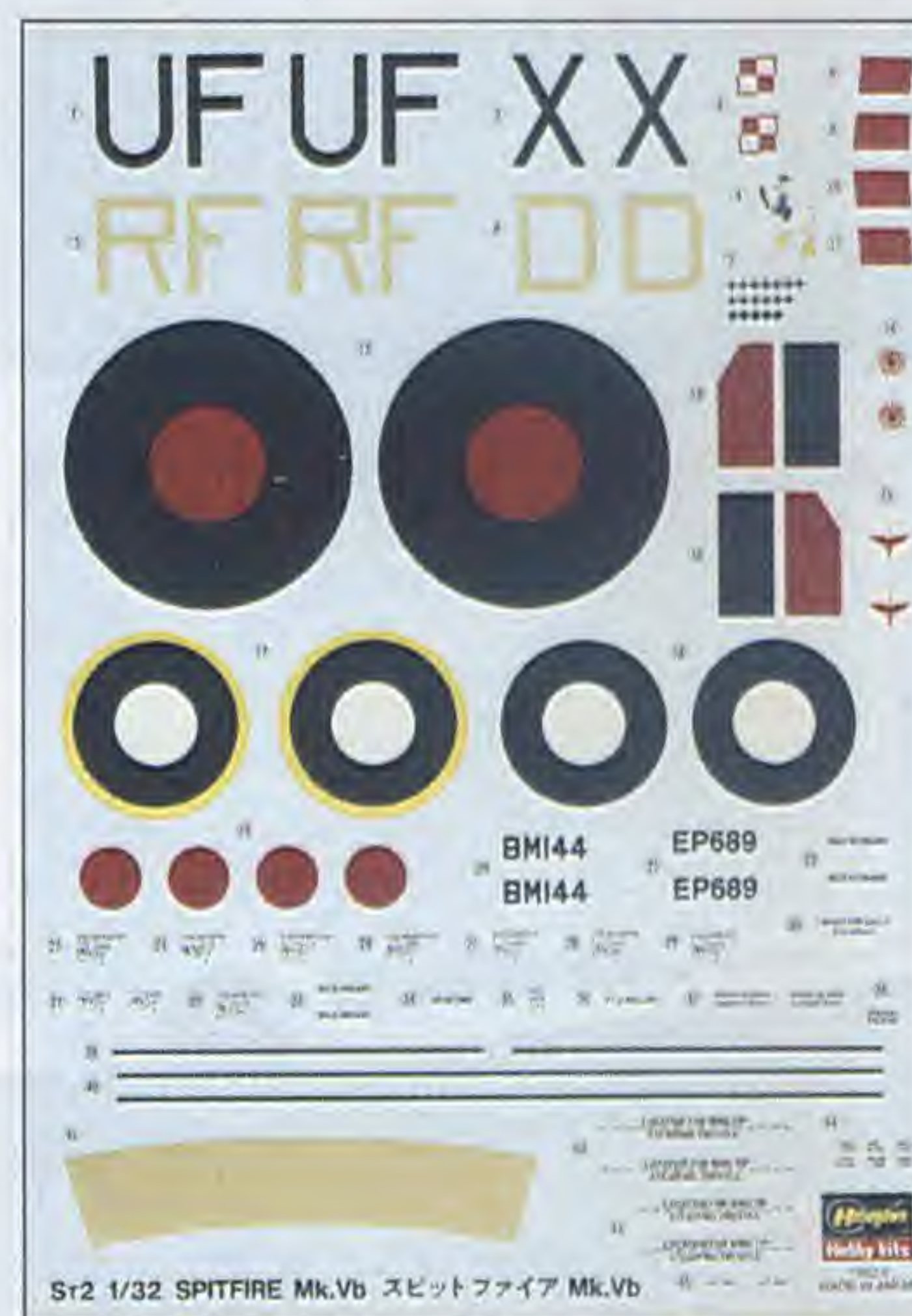
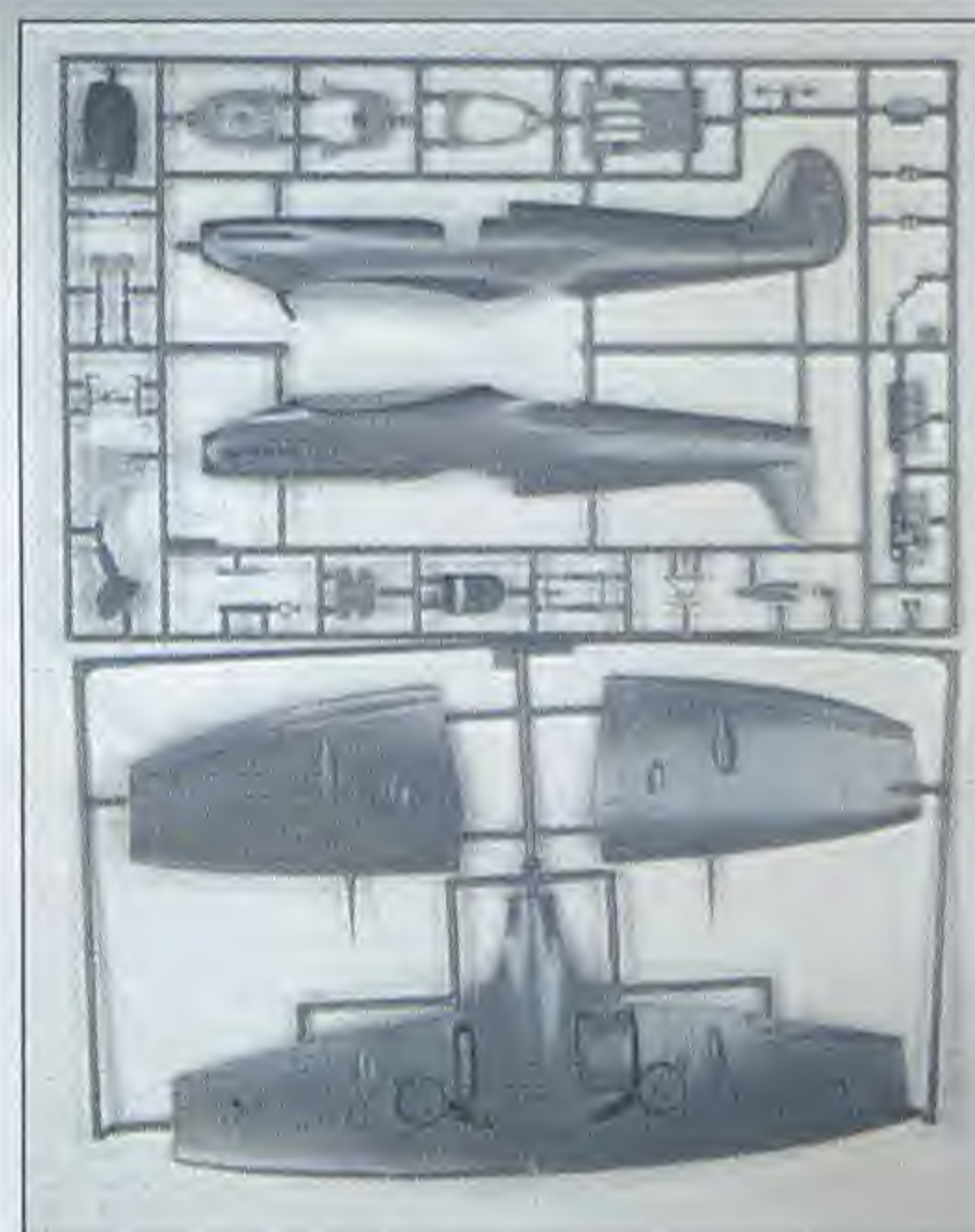
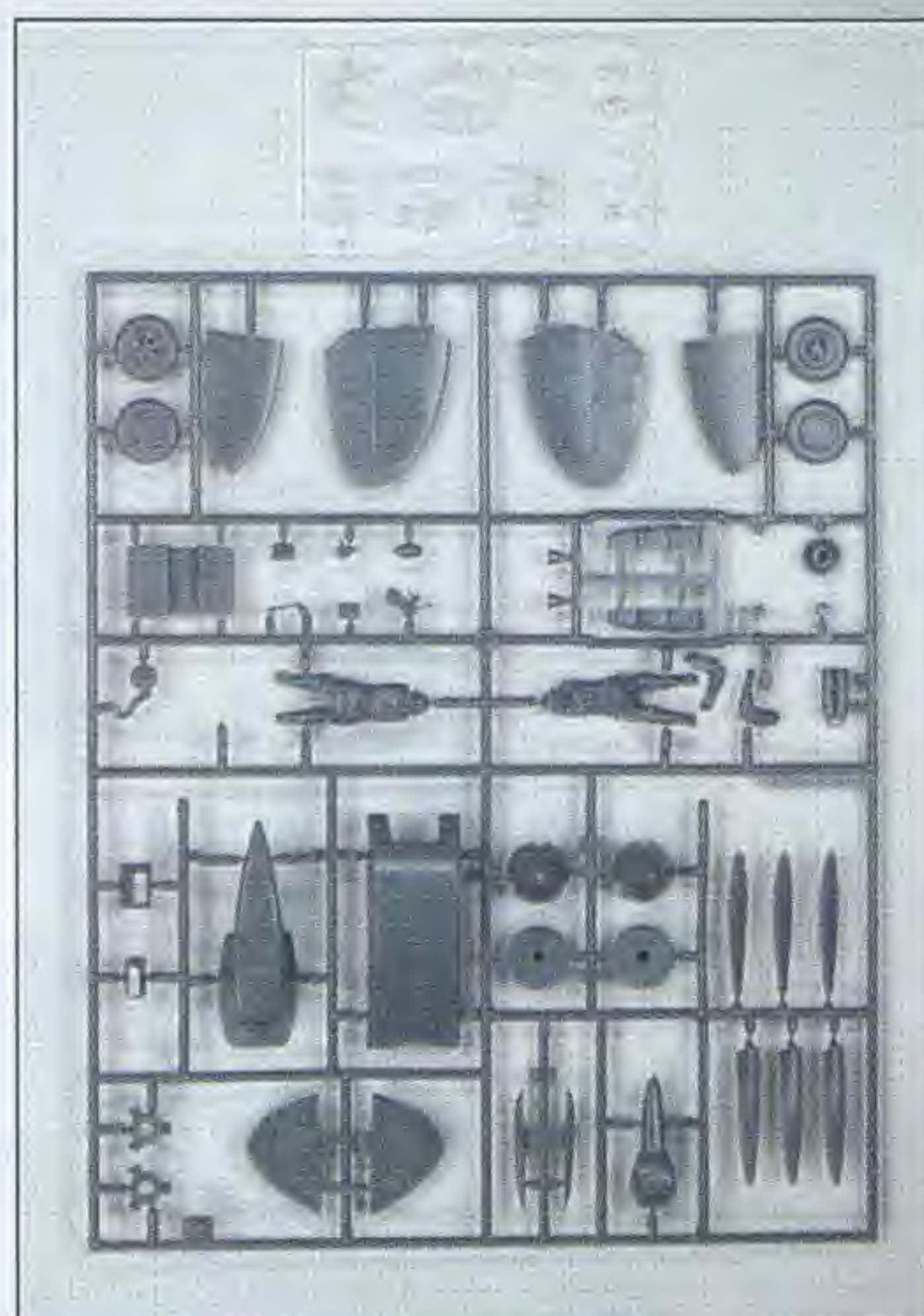
Fighter Command was engaged in offensive sweeps over occupied territory at this stage of the

war, and its losses began to rise rapidly as the Fw 190 became established in Luftwaffe service.

Happily, on-going development of the Spitfire series had resulted in a new variant taking to the air for the first time just as the Fw 190 was entering service. A requirement for a Spitfire with improved high altitude performance had led to the installation of a new development of the Merlin engine in a Spitfire III test bed. The new powerplant, based on the Merlin 45, had two superchargers fitted in series, with an intercooler between them. This set-up improved engine power markedly at altitude, by no less than 300 horsepower, for a weight penalty of just 200lb, with an additional nine inches in the length of the engine. A four-

bladed propeller was fitted to absorb the extra power, while the familiar asymmetric lay-out of the coolant radiator and oil cooler under the wings was replaced with two matching units, one containing the coolant radiator, while the other housed the oil cooler and supercharger's intercooler radiator.

The two-stage engine became the Merlin



61 when fully developed, and the engine test bed aircraft, N3297, was a resounding success when it underwent service trials at Boscombe Down early in 1942. It was found that the aircraft's speed was significantly improved at all altitudes, with a much better rate of climb and much greater service ceiling.

Production aircraft with the new engine fell into three distinct variants: the Mk VII, a high altitude fighter with pressurised cockpit, the Mk VIII, with strengthened airframe and a retractable tailwheel, and the Mk IX, which was essentially a stop-gap, introduced quickly in order to counter the Fw190 over Europe.

The Mk IX was essentially a converted Mk V and initially retained many of that Mark's features; indeed, most early IX's started life on the production line as V's. Production Mark IX's entered service with No.64 Sqn during the summer of 1942.

Desert Nines

Mark IX Spitfires began arriving in the Mediterranean/North African Theatre early in 1943, among them the aircraft of the Polish Fighting Team (PFT). This unit, manned by 15 élite volunteers, was attached to No.145 Sqn at Ben Gardare, east of Tunisia. The PFT was led by Sqn Ldr Stanislaw Skalski, and racked up a score of some 25 Axis aircraft destroyed between 28th March and 13th May 1943.

Among the PFT's members was (Acting) Flt Lt Eugeniusz Horbaczewski; this pilot, at the time of his death at the hands of no less than 60 Fw 190's in August 1944, had a score of 16 aircraft destroyed, one shared destroyed, on probably and one damaged.

On 6 April 1943 while flying Spitfire IX EN459, ZX*1, Horbaczewski shot down a Bf 109; he was then attacked by another 109 which set fire to the Spitfire's engine. The fire eventually went out, and Horbaczewski was able to make a forced landing at Gabes, Tunisia.

A good quality colour photo of EN459, being broken for spares following the above incident, appears in Roger Freeman's excellent *The Royal Air Force of World War Two in Colour*, and the aircraft is also featured in a colour side view drawing, along with Skalski's EN315, ZX*6, both as a drawing and a monochrome photo, in *Osprey's Late Marque (sic) Spitfire Aces, 1942-45*, by Alfred Price. All in all, plenty of inspiration for adding a 1/32nd Spitfire IX to the collection!

A Big Scale IX

Paragon Designs have been busy over the past year or so producing a range of resin conversion sets for the Hasegawa Spitfire V kit in 1/32nd scale. Using these sets, the modeller can now build the Spitfire prototype, a Mark VII (with a little more work), Mark VIII, a Mark IX and even the gorgeous Mark XII. I've long had a soft spot

for the Mark IX though, as for me it has the most perfectly balanced lines of all the Merlin Spitfires, so, armed with a Hasegawa Spitfire V kit, the appropriate Paragon conversion set and the Eduard interior and exterior detailing sets (intended for the Mark V), I set to work.

Broadly speaking, the conversion falls into two main areas, the fuselage and the wings, and I found it easiest to work on these as two distinct sub-assemblies, completing all major work on each before bringing them together.

All the resin parts are crisply cast in Paragon's usual style, and feature fine engraved detail where appropriate; waste plugs have to be cut away before the parts can be used.

The new, longer nose is cast in two halves, split vertically, with the lower cowlings cast as a separate piece, and a set of six-stub exhaust stacks is included. A new, Aero Vee carburettor air intake is supplied, and the nose job is rounded off with a new spinner and four separate propeller blades. At the tail a new pointed, broad chord rudder is supplied, as are the alternative elevators fitted to later IX's. For the wing, a choice of two different styles of cannon blister, cannon barrel fairings and blanking stubs, lower cannon blisters and of course, the new radiator are all included, plus a pair of pointed, extended wing tips and a pair of 'weighted' wheels. All in all, a most impressive package, with all the options covered, bar the undercarriage main leg torque links fitted to later IX's, although these would be simple enough to fabricate from plastic stock. The modeller will have to research his/her chosen Mark IX very carefully in order to select the appropriate parts from the conversion set; I based my model on the references mentioned earlier, assuming that EN459 and EN315 were essentially similar, as the colour shot of the former reveals details of the fuselage only.

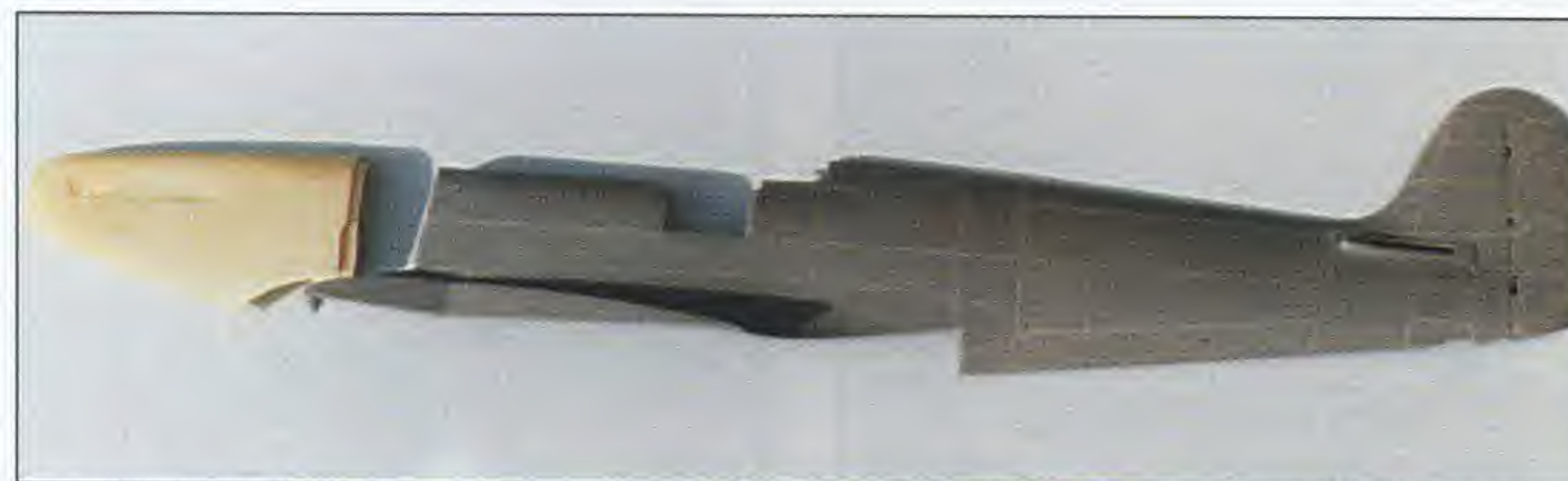
Eduard's etched brass detail sets are comprehensive, and include just about everything you'll need to enhance your model; however, since the set is designed for the Mark V Spitfire, again you'll need a good set of references to ensure the correct bits and pieces are used.

Hasegawa's venerable Spitfire V kit features a fairly busy cockpit, integrally moulded control surfaces and mostly raised surface detail, much of which is rather on the heavy side. However it is a sound basis for the conversion, and seems to be readily available, with a re-issue due this year.

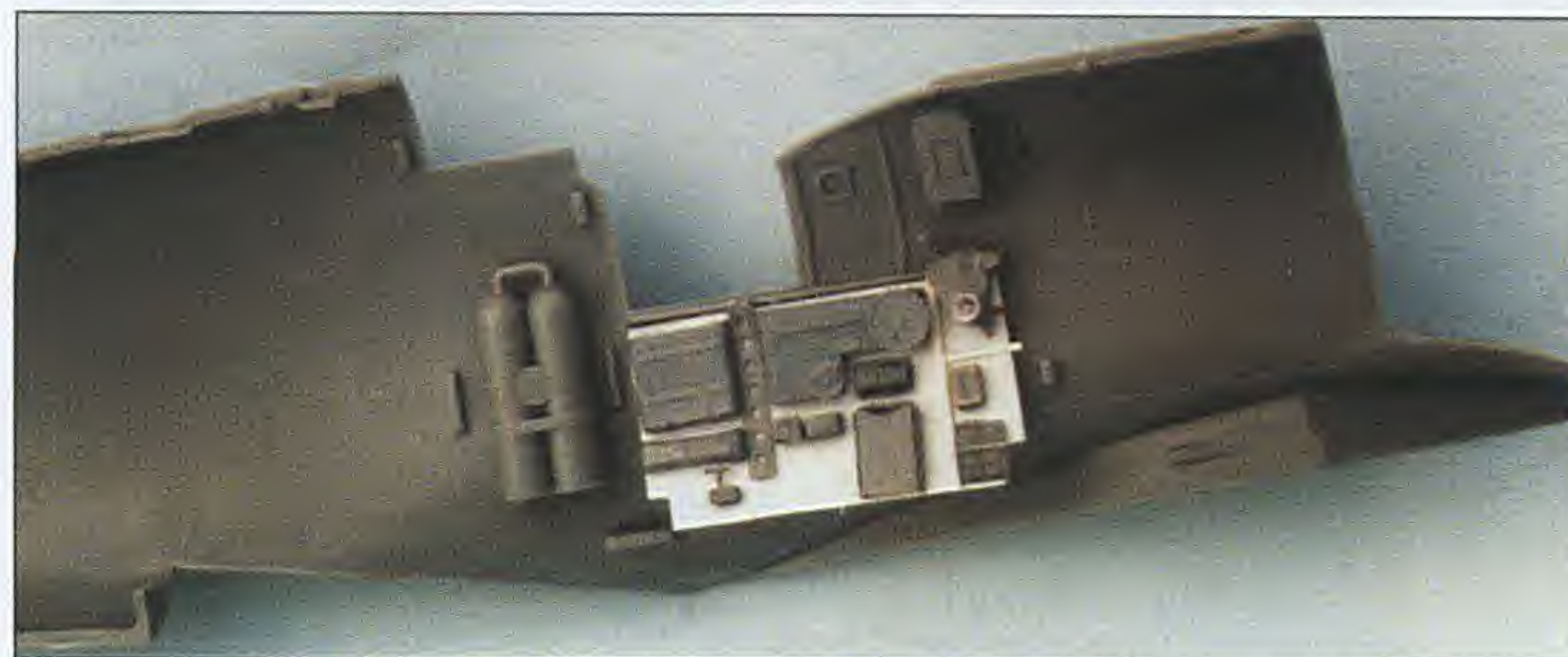
Getting Started - The Fuselage

Paragon's instruction sheet clearly indicates the cut line for removing the kit nose, which falls on the rear cowling panel line; as on the real aircraft, the new, longer nose is grafted onto the fuselage forward of the firewall. I used a circular saw blade in my Minicraft power tool to cut away the kit plastic on each fuselage half to within a few mm of the panel lines, finishing off with a Flexifile while constantly trial fitting the resin replacements until the best fit was obtained. I overdid the trimming around the forward wing roots though, and had to back these areas with scraps of plastic card, before filling the gaps later with Milliput.

'My' Spitfire had the original style of rudder, so no surgery was needed at the tail



Port fuselage half with kit nose removed and Paragon replacement; panel lines have been re-scribed



Port and starboard cockpit details. The etched parts have been primed grey on the fret before use; new plastic card sidewalls, copper wire for electric cabling



Cockpit components; kit instrument panel details scraped off ready for the etched brass panel, Milliput back cushion to Eduard seat, kit item next to it



Port and starboard cockpit details after painting



Views of the painted cockpit floor assembly; note colour of seat



Inserts for the upper wing cannon blisters in place



Close up of the cockpit area shows the strut and Sutton harness behind the head armour, extensive filling to port wing root and etched flap indicator on starboard wing

and I was able to proceed to sanding off the raised surface detail on the fuselage halves. Following Richard Caruana's scale drawing (Scale Aviation Modeller International Vol 1, Issue 11), I then re-scribed the majority of the fuselage panel lines.

The Cockpit

As with many of these etched brass detail sets, the kit parts are intended to be used as the basis for the extra details supplied in the set; this usually means cutting away much of the moulded detail from the kit parts, and in the case of this kit it seemed far simpler (and neater) to start from scratch, especially as the cockpit sidewalls are a simple shape to make up from plastic card. I used the kit items, parts A12 and A13, as templates, curving the plastic card replacements over a tool handle to match the originals. Structural details were added from plastic strip, before the etched details from the Eduard set were folded up and glued in place. Once the sidewalls were finished, I fixed them to each fuselage half, then added wiring details from fine gauge electrical wire, as well as the oxygen tubing wound around with fine wire to give a ribbed effect. Some of the kit items were used, including the oxygen and compressed air bottles.

Eduard's pilot's seat looks superb once made up; I added a padded back cushion from Milliput. I struggled with the brass back armour though, finding it very difficult to locate onto the kit's seat bearers; in the end I



Completed instrument panel, with reflector gun sight; EN459 pre-dated the gyro gun sight



Inside the lower wing; note new resin radiator, back-filling inserts for cannon blisters and plastic card blanking pieces for gun cooling vents

gave up and used the kit part anyway, gluing Eduard part 7 directly to the base of the seat. It's worth drilling out the lightening holes in the bearers though. I also omitted the replacement head armour from the set, as the effort involved in scraping off all the detail didn't seem to justify the result. The Eduard rudder pedals are much better than the kit items though, and I improved the control column by removing the moulded compressed air lines and replacing them with copper wire: note the Spitfire IX should have three pneumatic lines here. Note also that the radiator flap control handle, kit part A11 should be omitted, as the Spitfire IX had automatic radiator flaps.

It's well worth the time taken to scrape off all the moulded instrument panel detail, as the Eduard replacement is far superior; I tend to leave the instruments themselves 'unglazed', as the acetate has enough sheen to accurately represent the anti-glare glass of the originals to my eyes. I added the fuel cock below the panel from a strip of plastic card, with a lever

from fine plastic rod.

The fret also provides parts for the access door, and again I made up a new door from plastic card before adding the etched details; the crowbar was shaped from a piece of plastic rod.

Finally I replaced the rearmost cockpit former, part A6, with a thinner plastic card item, again using the original as a template.

Cockpit Colours

The base colour was Humbrol 78 Interior Grey-Green, with details picked out in Matt and Satin Black, working from my references. The Spitfire's seat was made from a composite material in reality, whose colour was a red-brown; I mixed this shade myself, matching it to a colour photo I found in my references.

I applied a little shading and highlighting to the cockpit components, using a thin pastel wash and dry brushing, and added a little wear to the appropriate metal areas using a Karisma Color silver pencil. I tried to keep the wear and tear to a minimum though, as EN459 was still a relatively new airframe at the time of her demise.

Fuselage Assembly

Careful dry runs were necessary to ensure everything was going to fit between the fuselage halves, as it was all getting a bit cramped, much like the full size cockpit! Once satisfied, the two fuselage halves were glued together and left to dry out thoroughly.

The two resin nose halves were offered up to the fuselage, taped in position and superglue run into the joints. I'd left the waste plugs on these parts, as they offer a useful locating flange to the fuselage, helping to make a strong joint. The same applied to the lower cowlings, which was trimmed just enough to fit, while leaving most of the plug in position for strength. I found it helpful to dry assemble the wings to the fuselage before committing cyano to resin and plastic, as this helped me to line everything up nice and square.

The Wings

I guess most of the time spent on this project was taken up with the wings, and it really is



important to have some good drawings to hand at this stage, and to be sure which wing your particular Spitfire was fitted with. I referred to Vasko Barbic's excellent drawings in his article 'The Spitfire and Its Wing' (See Vol. 2, Iss. 3), and comparing his drawings with the photo I had of Skalski's aircraft (of the same vintage as EN459), I deduced that 'my' Spitfire would have had the Universal wing, with 'B' armament; that is, two Hispano Mk II cannon and four .303 Browning machine guns. The inner machine gun bay was moved outboard by one rib space on this wing, to between ribs 13 and 14.

My first job was to remove a section under the port wing, ready to take the new resin radiator fairing. I surprised myself with a pretty good fit first time here, so I moved on to the resin back filling pieces for the redundant cannon blisters on upper and lower wing surfaces. I also backed the unwanted cooling vents on the lower wings with plastic card, ready for filling later. The spent cartridge ejector ports on the lower wing are moulded in half relief, so the unwanted ones were filled, the outermost ones opened up fully, and new ones formed with drills and the point of a No.11 blade in the new position. The deflectors in front of each port, which had been lost through sanding, were replaced with pieces of plastic strip. Finally, I carved off the moulded wheel wells, for reasons we shall come to shortly.

With all the unwanted areas sanded back, my attention turned to re-scribing the panel lines. Referring again to Vasko Barbic's and Richard Caruana's drawings, and having removed the remaining kit surface detail, I used a Bare-Metal Foil panel scribe to reinstate the panel lines. This tool is easily the best scribe I've used, as it simply removes a fine 'hair' of plastic as you draw it along the surface, thus obviating the need for sanding off the burred edges normally left by other scribing tools; its small cutting head also makes it very manoeuvrable, and easy to get into tight corners - highly recommended!

With the re-scribing done, it was time to glue the upper wing halves to the one-piece lower wing, and start work on



Work on the tail includes re-positioned elevators

the wheel wells. As moulded, these are too shallow and have a dished appearance, quite unlike the real things. Using strips of plastic card, I installed the vertical walls of each well, and made up the small bulkhead which partially bridges the leg section of each well. I then added the strengthening strips from plastic strip. All of this took a fair bit of time and effort to get right, but I think the result is a great improvement on the kit standard. Incidentally, a very useful photo of the wheel well appears in Vasko's article, mentioned above.

Next I selected the correct resin cannon blisters from the Paragon set, and superglued them into position. The kit's cannon had been removed earlier, so now I installed the resin replacements; these are cast in a unit with a section of wing leading edge, the idea being to remove a section from the kit wing and drop in the replacement. Nice and simple, but too simple for me.... No, I had to be smart and separate the cannon, gluing them into holes drilled into the wing leading edge. Needless to say, getting them properly aligned, then filling around the gaps, took ages, and still doesn't look too good now. Still, at least I'll know next time...

The universal wing on EN459 had the standard wing tips, so I was able to use the kit parts here. Final job on the wings was drilling out the location for the ventral identification lamp, which I then backed with a piece of foil-covered plastic card to represent its reflector.

Tail Planes

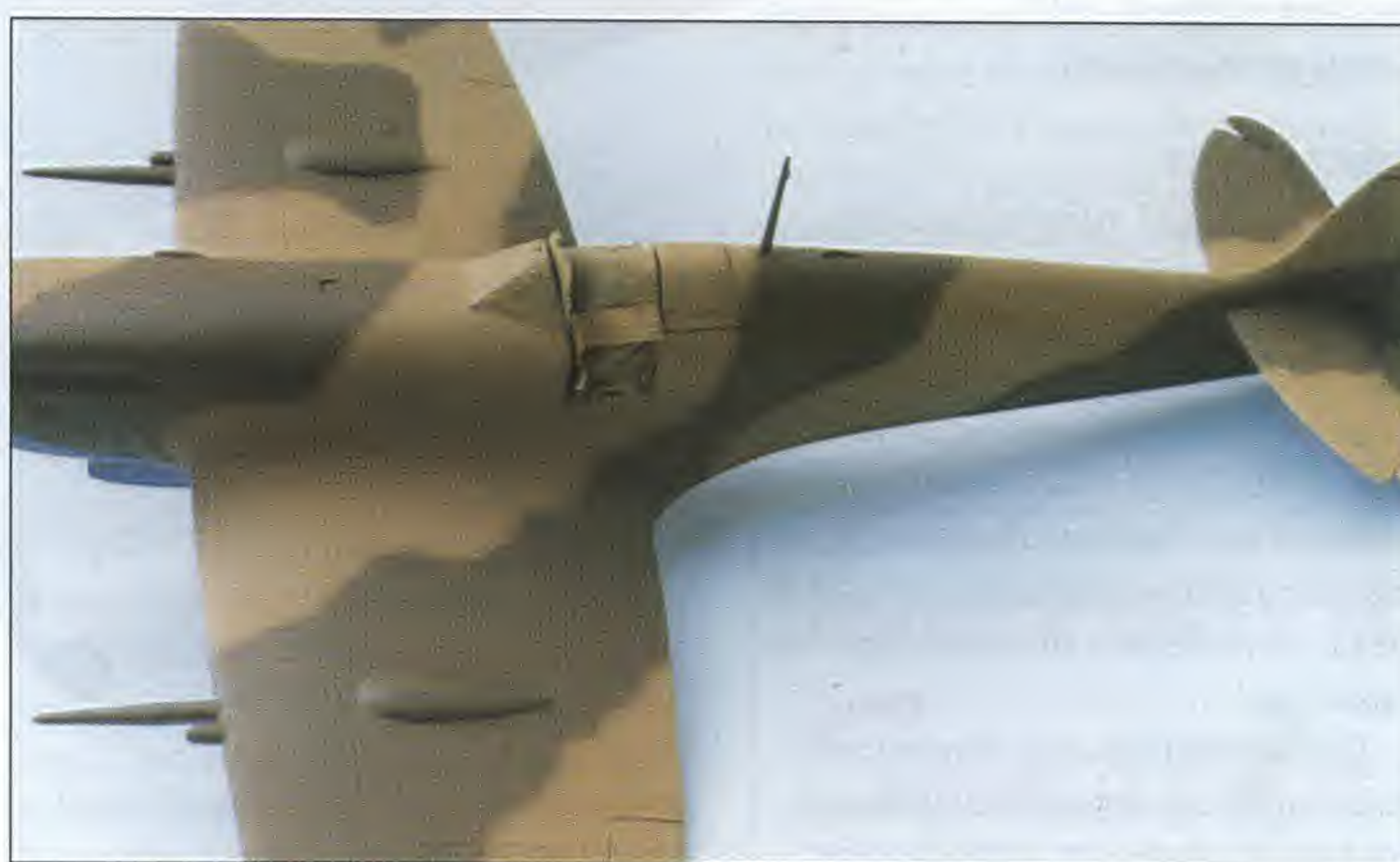
'My' Mark IX had the earlier style of elevators, but I chose to animate the model a little by separating them from the tailplanes and drooping them. The cut edges on each tailplane were bevelled with a knife blade, while the leading edge of each elevator had a length of plastic rod glued



Comparison between Mark IX conversion above, and kit Mark V below



Underside views of the Mark V and Mark IX; note re-built wheel wells on the IX, and lots of filler around that carburettor intake!



The model painted and waiting for its gloss coat

to it, prior to some filler being used to fair it all together to give a nice, rounded leading edge.

All Together Now

After many weeks of working on separate sub-assemblies, at last it was time to make it

all look like a Spitfire! For some reason I got a really good joint at the starboard wing root, but a really poor one at the port, which needed a good bit of Milliput to fair it all together. I also needed a little filler at each tailplane joint, and a good bit where the wing joins the nose and rear fuselage underneath.

EN459 had the longer, Aero Vee carburettor intake fitted, and here I found the only non user-friendly part in the Paragon set. By its very nature, this part must be separated completely from its waste plug, and unfortunately this runs the entire length and breadth of the part, making it an absolute swine to remove cleanly. Once cleaned up, the part itself was an indifferent fit to the lower fuselage/cowling, and needed a good deal of filler to make good the gaps. It's a pity the waste plug wasn't situated at the tail end of the part instead, where it could have been much more easily tidied up.



The Eduard exterior detailing set provides a multitude of access panels and the like, but in the event I used just a few of these, simply to see how they looked; I must say I'm not convinced, as despite being reduced by sanding they still stand too proud of the surface to be convincing.

I also omitted the very impressive etched flap assemblies, as Spitfires were rarely parked with their pneumatically operated flaps down; indeed, pilots caught taxiing with the flaps down could be fined, as their proximity to the ground rendered them prone to damage from stones and the like.

The last job before priming the model was fitting the two fixed portions of the cockpit glazing. The Hasegawa parts are beautifully clear and very thin, and were simply masked off before being attached with Clearfix. Before fixing the rear portion though, I added the longitudinal bracing strut, often missing from Spitfire kits, and the rest of the Sutton harness, made from strips of painted masking tape. Many photos I've seen of Spitfire interiors suggest that the interior of the windscreen framing was painted black, rather than interior green (presumably for anti-glare purposes), and I painted mine accordingly.

Desert Colours

EN459 was painted in the standard RAF desert colours of Dark Earth, Middle Stone and Azure Blue, and carried a Red spinner. I used paints from the new Lifecolor acrylic range for the Azure Blue and the Middle Stone, but had none of their Dark Earth to hand, and used the Humbrol equivalent instead. Humbrol's Insignia Red was used for the spinner, buffed to a sheen when dry with a soft cloth.

The Lifecolor paint, after thinning with their own thinner, sprayed beautifully and dried quickly; do be sure to mix the paint very thoroughly though, as I managed to achieve two different shades of Azure Blue on my model from the same jar of paint! The Humbrol enamel was a bit of a disappointment on this occasion, as despite all manner of adjustments to air pressure, paint/thinner ratios and so on, I just couldn't get a tight feathered edge between the upper surface colours.

Experiments with the Lifecolor paints suggest this should be easily achieved with this range, though, so I'm looking forward to using the range on future projects. A few coats of Johnson's Kleer/Future were brushed on to give a good gloss base for the decals.

The kit's decals were used for the

national markings, and although a little thick, settled down beautifully with the use of the Microscale System. The colour reference photo I was working from revealed an area of over-painting on the port fuselage, which meant that part of the yellow ring around the Type C1 roundel was missing, and there was a blue patch at approximately one o'clock. I trimmed part of the yellow ring from the roundel, and applied the 'patch' by brush, using the Lifecolor Azure Blue.

One of the difficulties of working in this scale is the relative dearth of aftermarket decals, (although recent releases by the likes of ADS and Eagle Strike are beginning to redress the balance), especially code letters and numbers and serials. In this case, I was able to enlist the help of a fellow modeller with the necessary software on his PC, and he produced the artwork for the stencilled serials and the unusual Squadron codes for me, which were then photocopied onto clear and white decal film respectively. The images on this sort of home-made decal are very fragile, so I over-

coated them with Johnson's Kleer (Future) before using them.

Finally, the Polish national insignia from the kit decal sheet were applied, and the model given a couple of coats of Humbrol Mattcote. Weathering was restricted to the trademark Spitfire wing root wear and tear, plus a little chipped paint around the panel fasteners, applied with the silver pencil.

Exhaust and cordite stains were sprayed on with Xtracolor Exhaust.

Final Assembly

I added fine wire to the kit undercarriage legs to represent the brake lines; the Paragon resin 'weighted' wheels fit the kit legs perfectly. I reset the position of the tail wheel to give it some

castor, by cutting off the lower section and re-gluing it at an angle.

The Eduard canopy mirror was built up, with the mirror itself represented by a piece of Bare-Metal Foil, and added to the top of the windscreen. With the resin exhausts in

tooth.

Even so, if you're looking for a real modelling project, as opposed to simply building the latest state of the art kit from the box, I heartily recommend something like this! There's plenty of scope for extra detailing, either scratch built or from an aftermarket set, and the Paragon conversion results in something really unique. There's the potential for many weeks' or even months' worth of really satisfying

modelling here, and surely that's what it's all about?

For the Spitfire fans, it's now possible to build virtually any mark of Merlin Spitfire or Seafire thanks to Paragon, and I'm certainly looking forward to building my Mark XIII!

Thank You, Thank You

To Neil Burkill of Paragon Designs for the conversion set, LSA Models (Incorporating Four Plus UK) for the Eduard sets, and to Jonathon Coulthard, Paul Lister and Pete Freeman for their help with this feature.

Paul Lawson

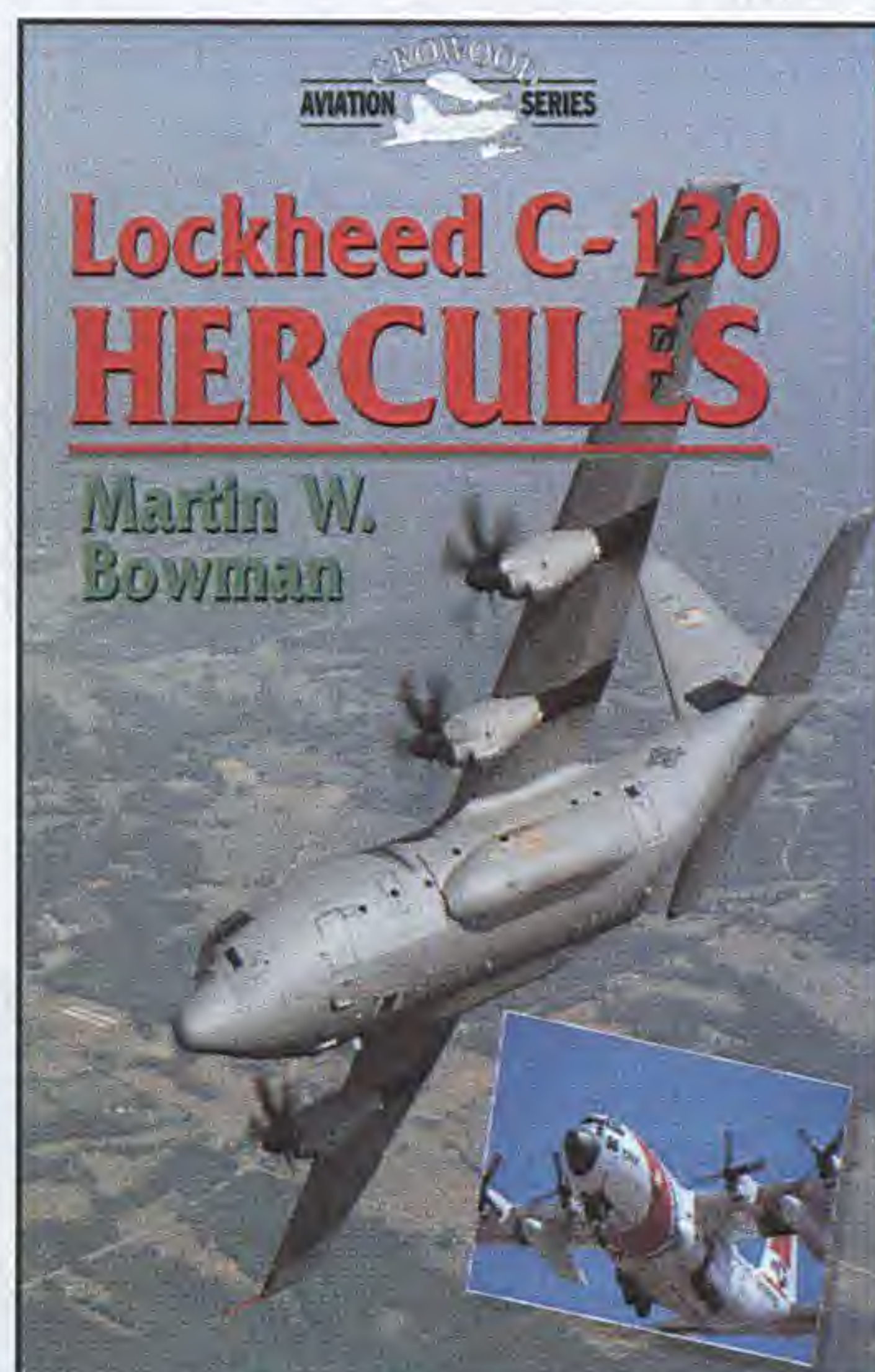
References

Spitfire: The History by Morgan and Shacklady
The Royal Air Force of World War Two in Colour by Roger Freeman
Osprey Aircraft of the Aces: Late Mark Spitfire Aces by Dr Alfred Price
Spitfire, RAF Fighter by Dan Patterson and Ron Dick
Scale Aviation Modeller International, Vol. 1 Issue 11 & Vol. 2 Issue 3.

Lockheed C-130 Hercules

Lockheed C-130 Hercules
by Martin W. Bowman
Price: £29.95
ISBN: 1 86126 205 1
Publisher: The Crowood Press
Format: 29cmx23cm, 160 pages, 8 colour, hardback cover with separate dust jacket.

Charting the development and service history of the C-130 series in 160 pages is impossible, but what the author has done here is offer an excellent overview into the type. The initial chapter in the title takes an overall look at the development and 40 year service of the type. This is followed by a more detailed study of each version, from the YC-130-LO to the EC-130V. Each version is covered, including one-offs and special duty types and there are a number of clear B&W photographs to illustrate them. The operational use of the type is covered in the next chapter, which looks at the C-130 in the Vietnam War. Coverage of international users of the C-130 comes next, and here you get an alphabetical list of each country that has operated any C-130 variant over the past 40 years. Next up is a chapter dealing with the gunship versions of the Herc, and here there are some rare looks inside the cargo holds of these heavily armed machines. Operational use in the Gulf War is covered, and this is followed with a look at civil



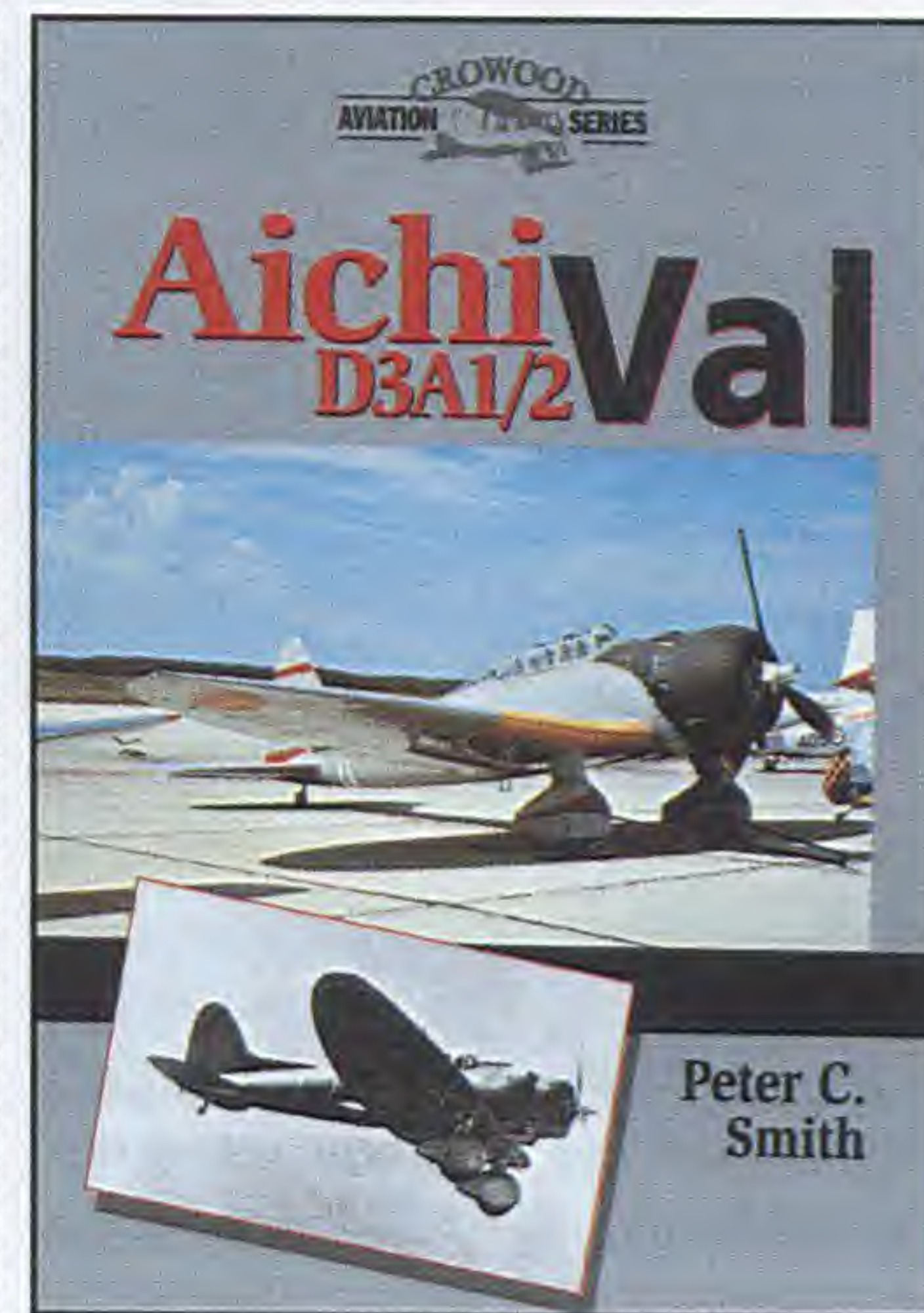
operators of the C-130. The penultimate chapter takes a very quick look at the RAF's use of the C-130 and the final chapter looks towards the future with the C-130J.

As I said at the start, the whole history and use of the C-130, in 160 pages is just not possible, but this title does offer a good insight into the type's history and operational use. The numerous photos are very useful to the modeller and those inside the Spectre examples are very welcome.

Aichi D3A1/2 Val

Aichi D3A1/2 Val
by Peter C. Smith
Price: £25.00
ISBN: 1 86126 278 7
Publisher: The Crowood Press
Format: 29cmx23cm, 192 pages, hardback cover with separate dust jacket.

The initial chapter in this title looks at the origins of the dive-bomber concept within the Japanese Navy and the strong support this tactic was given by Admiral Yamamoto. This is followed by a look at the Aichi Kokuki KK and then a detailed look at the Type 99 design and how the Heinkel He 70 influenced it. A more detailed look at the design follows, with lots of detail period photographs, manual extracts and current photos of examples in the USA. Organisation and unit markings are covered in the next chapter, with each squadron operating the type being covered. Combat with the type is the next area to be covered, and this starts with the China campaign and initial use in the Pacific. The Pearl Harbour attack had to be covered in some depth, and this is the case. Next come the attacks on Wake Island and Port Darwin, before detailed looks at operational use in South-West Celebes, Java, Indian Ocean, Battle of the Coral Sea, Midway, Aleutians and Guadalcanal. By this stage in the war the production of the type was being phased out by Aichi, so the



Showa Hikoki Kogyo KK took over production from the D3A2 Model 22. Air-sea battles of the period are covered next, with the New Guinea campaign of 1942-44 covered in the next, and details of operations in the Philippine Sea. The final chapters deal with the D3Y1-K development and the use of Vals in Kamikaze operations. The final section looks at Val survivors, with mention of the rebuilt example of the late Robert Diemert, which is now being restored to original condition by the Planes of Fame Museum.

Overall a fascinating insight into a very successful plane. The Val certainly looks like a design of the early 30's but in WWII it wrought havoc. For all Japanese aircraft fans this book is well worth having.

Lockheed T2V-1/T-1A Seastar.

Lockheed T2V-1/T-1A Seastar.
by Steve Ginter
Price: \$15.98
ISBN: N/A
Publisher: Ginter Publishing
Format: 28cmx21cm, 72 pages, laminated card cover.

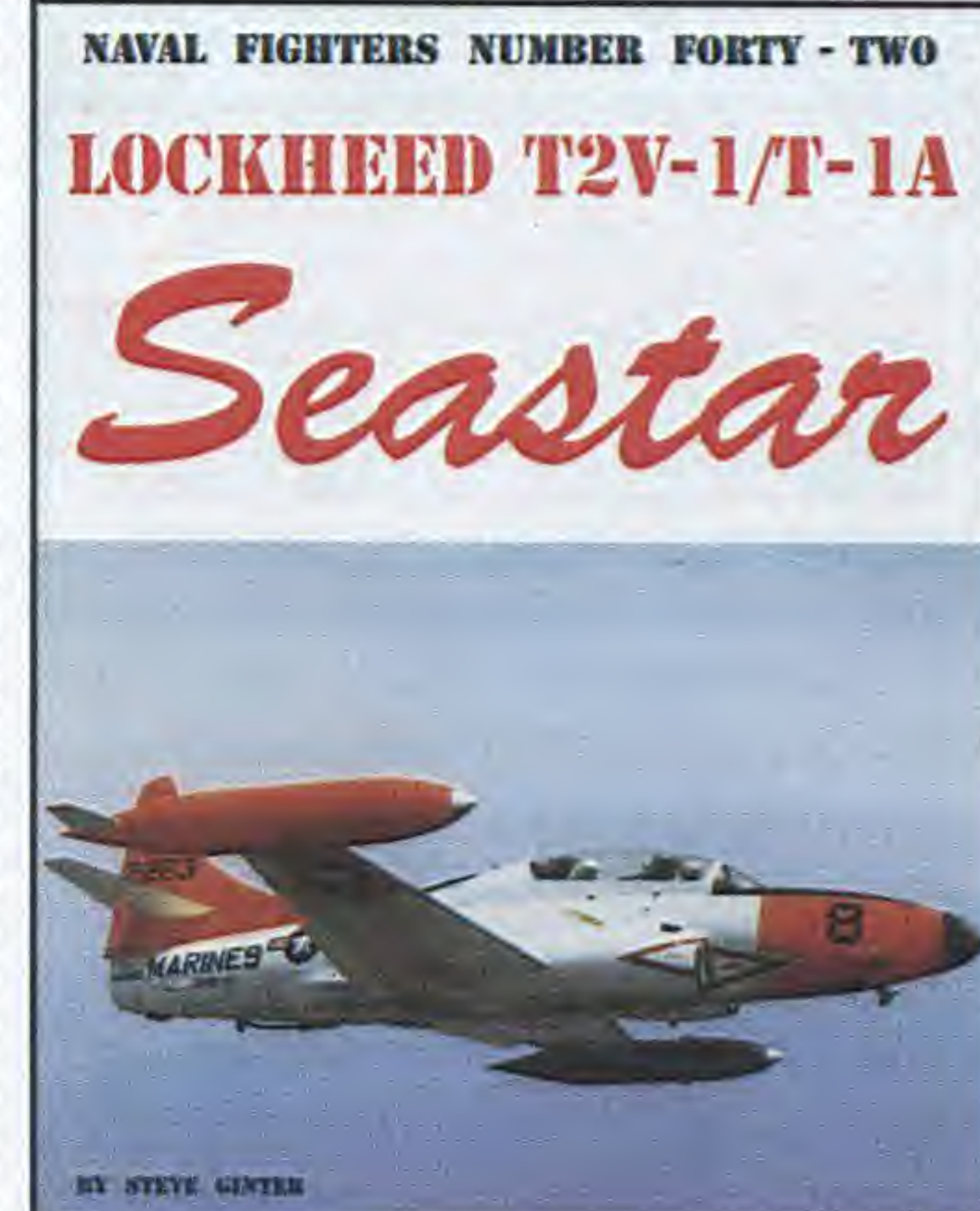
This and two other titles on these pages are the latest additions to the popular Naval Fighters series.

If you are familiar with this series you will know that it offers a history of the

type, along with a mass of period and modern photographs, manufacturers photos and manual extracts. The narrative on this one starts with the company demonstrator (N125D), then moves on to flight testing of the T2V-1 prototype (N125D again), the first production prototype, evaluation and carrier trials and then a complete listing of each squadron and group that operated the type. Each section is well illustrated with B&W photographs. The next section takes a detailed look at the aircraft with

diagrams of the engine, Lockheed and Martin Baker ejection seats, photos of N125Ds cockpit interior, flight manual illustrations of service T2V-1 instrument panels and sidewalls, plus undercarriage, arrestor hook and dive brake details. From then on the rest of the title is a mass of photos of just about every machine build, in construction number order! The last section takes a brief look at the two kits that have been produced of the type and finally there is a set of 1/48th scale plans of the T2V-1.

This is certainly one for all USN fans, and is packed with the sort of information modellers crave - details!



BookNewsBookNewsBookNewsBookNewsBookNewsBookNews

Note: All of the items below have recently been released and are listed for our reader's information. Full reviews of each will appear in a future edition.



Squadron-Signal Publications

The latest title in the 'Walk Around' series is on the UH-60 Black Hawk. The title is in the usual 80 page format with a 50/50 split of colour and mono. The UK price is £12.99 and the range is distributed by Pocketbond

Airlife

The most recent title from Airlife is on Bizjets and the 112 page book takes a look at a mass of executive jets with a wealth of high quality colour images. The title will retail for £16.95 and copies can be obtained in most bookshops.



4+ Publication

The latest title from this publisher may seem an odd subject choice, as it is on the Westland Lysander, but the coverage inside is superb. Lots of vintage and current photos with lots of detail stuff for the models and excellent scale plans. UK examples can be obtained from Midland Counties, LSA Models, The Aviation Bookshop and The Aviation Hobby Shop for just £7.50.



The Crowood Press

The next two titles due in the Crowood Aviation Series will be on the BAC One-Eleven and the Douglas AD Skyraider. Each title offers 200 pages, eight of which are in colour, and they retail for £29.95.



GAE

Better known to us all as the Giorgia Apostolo Editore, this publisher has been very busy of late with some stunning new titles on Italian subjects.

'Wings over Spain' is a 200 page hardback title which offers a massive range of photographs from the Spanish Civil War (1936-9) and it's written entirely in English. Also in English is 'Wings of Italy', which is a 214 page, A4 landscape, hardback title that is full of colour photographs of Italian Air Force machines during WWII.

Although not in English, 'Centauri su



Panavia Tornado

Panavia Tornado

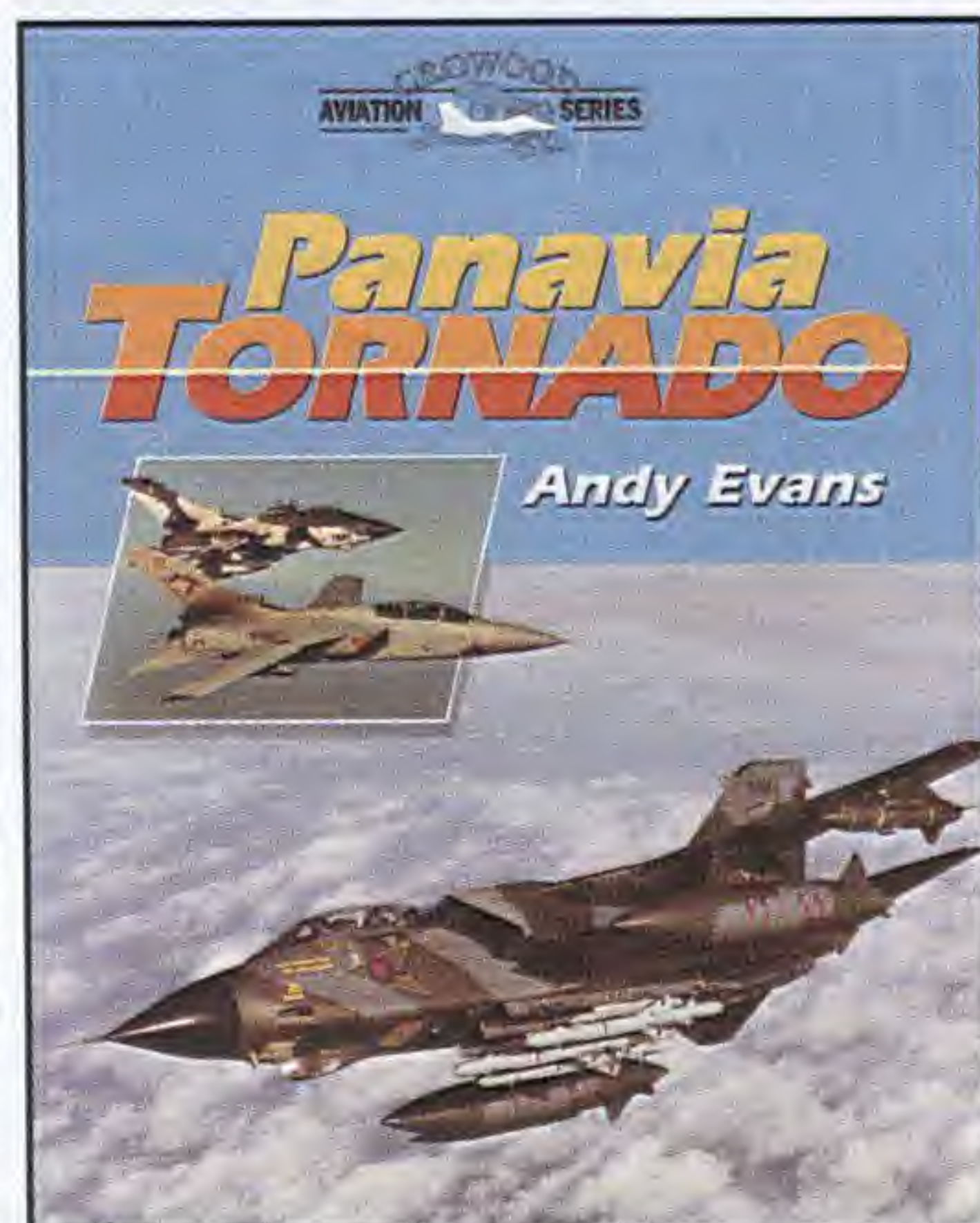
by Andy Evans

Price: £29.95

ISBN: 1 86126 201 9

Publisher: The Crowood Press

Format: 29cmx23cm, 176 pages, 8 colour, hardback cover with separate dust jacket.



After this authors previous Harrier (See Vol 4 Iss 6 Page 397) and Sepecat Jaguar (See Vol 4 Iss 11 Page 735) titles from Crowood, it seems logical that this should be the next subject. The narrative starts with a look at the politics that lead to the launch of the MCRA project, along with the other aircraft used to test elements of the new design and the production and testing of the prototypes. The next chapter takes a detailed look at the Tornado, with information on all its systems. The third chapter starts the detailed look at the variants, with the IDS first. In this section you get details of RAF IDS squadrons, a look at the JP233 and details of RAF camouflage and markings as well as non-military users (e.g. DERA). The same is offered for Luftwaffe Tornado squadrons and here you have details of the MW-1 dispenser. The same goes for Royal Saudi Air Force machines and this is followed by a look at Tornado operations during the Gulf War (Operation Granby), which includes the compulsory look at nose art applied to these machines. The ECR

Tornado is covered in the next chapter, with the same sort of coverage of RAF, Luftwaffe and Italian Air Force machines. The Maritime Strike role follows this, with the GR.1B, and then coverage turned to the reconnaissance versions. The ill-fated E.2 & E.3 is the next version to be covered, with details of its development, squadron allocation and use. The final section of the title lists all Tornados built and their squadron allocation.

Certainly a title which should join the previous two by this author, so if you have them, or if you are into modern RAF fighters, you will want to add this to your reference library.

Our thanks to The Crowood Press for the review samples.

Black Widow

Northrop P-61 Black Widow

by Garry R. Pape, John M and Donna Campbell

Price: £TBA

ISBN: 0 88740 738 2

Publisher: Schiffer Publishing Ltd

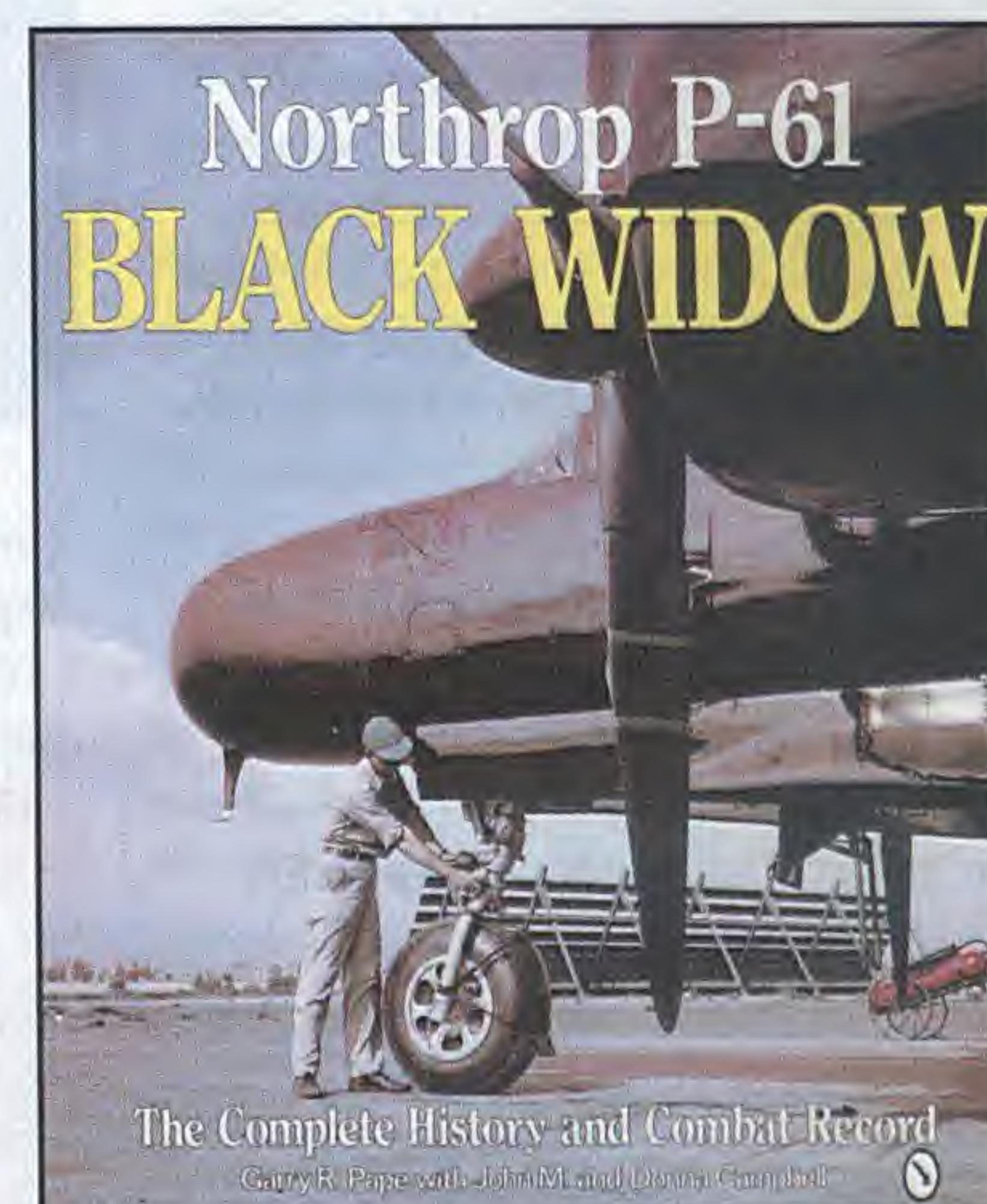
UK Distributor: Bushwood Books

Format: 23cmx27cm, 144 pages, laminated card cover.

Now before we start, let me make it clear that the P-61 Black Widow is one of my all-time favourites! This title from Schiffer is therefore a real must for any fans, as it charts both the development and service history of the type. The first thing it deals with is radar, as in WWII AI (Airborne Interception) radar was in its infancy and the P-61 was intended from the start to be a radar equipped night fighter. The next section looks at the evolution of the P-61 design into its final form and this is followed by a look at the P-61 variants. Within this chapter you will come across clear photos inside the aircraft, and when I say clear I should also point out that they are BIG (full page!). The next three chapters look at the service use of the type in the Pacific against the Japanese, in Europe and in China. This is all backed up

with loads of photos (some in colour) and colour renditions of the squadron badges. A little chapter on the USN's use of the type, including trials with the Gorgon missile, is followed by a look at the supercharged XP-61C-1 and XP-61D. The final chapter in this title looks at the F-15 Reporter, the XP-61E and peacetime operations with the P-61 and F-15.

This is a stunning title and one all P-61 fans should have. It also holds a mass of information and colour schemes for these machines, as well as some colourful post-war machines, and I am sure it will prove to be inspirational for many modellers.



Boeing 757 & 767

Boeing 757 and 767

by Thomas Becher

Price: £29.95

ISBN: 1 86126 197 7

Publisher: The Crowood Press

Format: 29cmx23cm, 192 pages 8 colour, hardback cover with separate dust jacket.

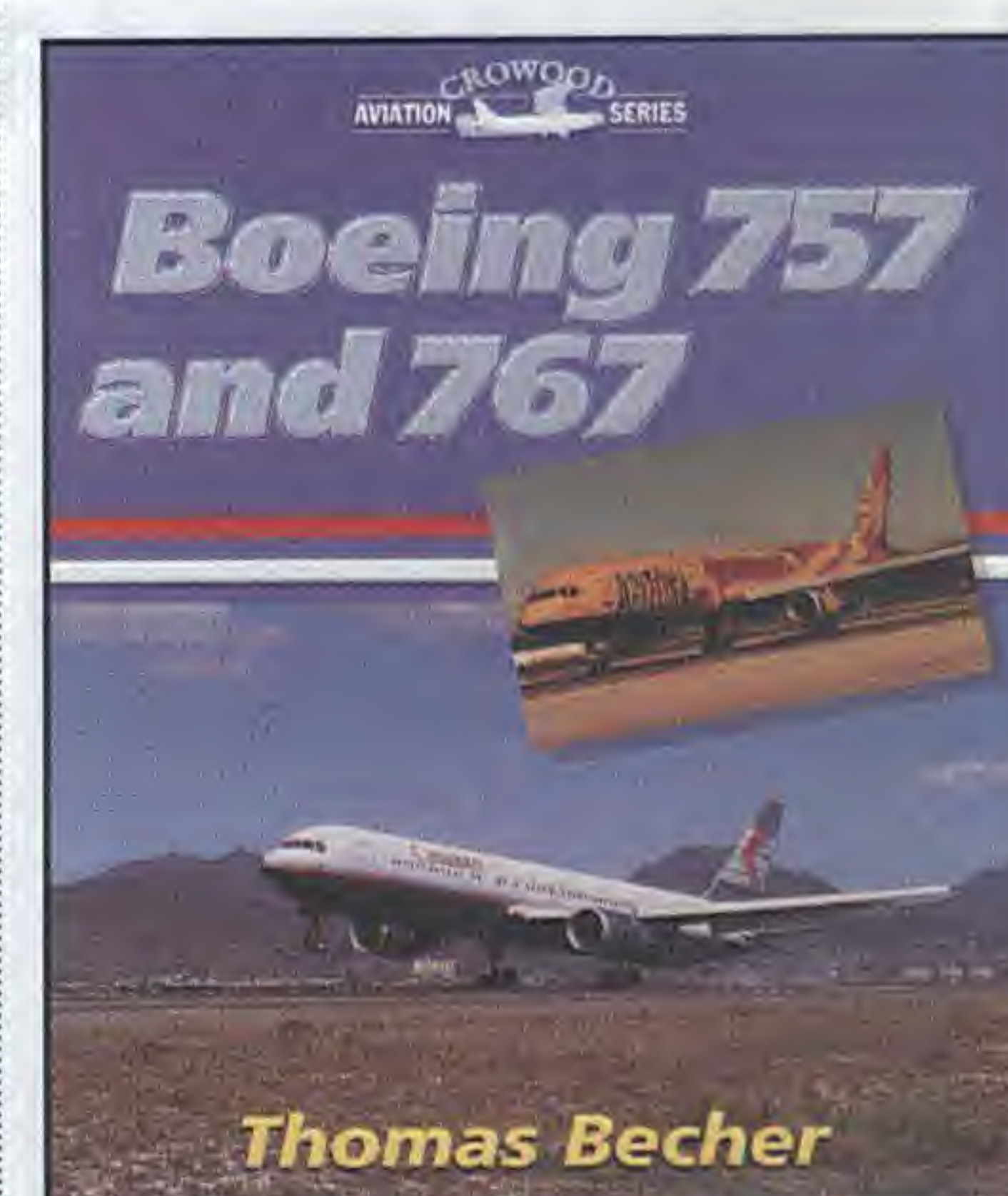
When ever you think of evolution in an aircraft design, usually it is in relation to military types, which have protracted development programmes and rigorous testing. Well, modern airliners also come into this category and this latest title from Crowood takes a look at two of the most

popular two-engine airliners around. The author initially charts the long road towards the development and production of the 757 and 767 designs and this is backed up with many pictures of the various concept models produced by Boeing. The next chapter charts the evolution of the two designs, and this is followed with a look at the development of the cockpit with emphasis on the use of computers. A closer look at each type follows, with detailed diagrams of the cargo and passenger layout. Similarities between the two types are also covered, and there are good diagrams of the instrument layout and close-up photos of the undercarriage. The engines fitted are covered, with good clear photos of each. This is then followed with chapters that look at the official rollout of each, along with

the production and flight testing. The eight-page colour section in the middle offers a number of high quality shots of the 757 and 767 in various airline liveries and then the narrative returns to the flight testing of the type followed by details of the stretched -200, -300 and -400 series. The final chapters chart the many companies that have operated the types, with a mass of photographs to illustrate them (unfortunately all in B&W), and that is followed by a look at further improvements to the types and the records attained and, finally, a look at the competition.

Once again an excellent title from Crowood. The coverage is very in-depth and the amount of data will make this very appealing to the civil aviation fan. The lack of colour coverage of the operators is a bit of a

disappointment, but overall this is still a title worth considering.



NewstandNewstandNewstandNewstandNewstandNewstand



Torino's tells the fascinating story of ANR squadrons of the 1944-45 period. It is packed with B&W photographs and many personal accounts of those involved, and for Italian Air Force fans the photos are a real must, with many of them never having been published before.

Also within the GAE range are the Ali D'Italia series of monographs, and the most recent additions are the second part of the coverage on the S.79 (#11) and the I.M.A.M. Ro 43/44 (#12). The titles are 64 and 56 pages respectively, with both Italian and English text. All of the contents are B&W, but the gatefold card covers do offer excellent colour artwork. A new series launched by GAE is the Ali E Colori series, and this comes in a similar format to the previous series, only (as you can guess) the title looks at the colour and markings of a specific type. The

first in the series deals with the Fiat CR.42, and the 32 page book is in both Italian and English. Each page offers two high quality colour sideviews of a specific machine, with a detailed narrative and there are also scale plans in the centre pages.

Sutton Publishing

A fascinating look at the air VCs of WWI is the most recent publication from Sutton. Written by Peter G. Cooksley, the 204 page softback book takes a look at each recipient of this coveted award and details their service along with the action that lead to the award.

The book is available from all good book shops at £10.99 (\$22.95) and can be highly recommended to all WWI fans.

Osprey

The latest two additions to the Osprey Aircraft of the Aces series



are Typhoon and Tempest Aces of World War 2 by Chris Thomas and French Aces of World War 2 by Barry Ketley. Each title is in the standard 96 page format with twelve pages of colour in the centre. Each title is available for £11.99 (\$17.95).

Crécy

A new title looking at the use of the North American A-36 Apache entitled 'Straight Down' is due from Crécy in November. The 320 page hardback book will offer over 100 B&W photographs as well as an eight-page colour section and will retail for £19.95.



Curtiss SO3C

Curtiss SO3C Seagull/Seamew
by Steve Ginter
Price: \$12.98
ISBN: N/A
Publisher: Ginter Publishing
Format: 28cmx21cm, 56 pages, laminated card cover.

A new title in the popular Naval Fighters series this one offers the usual level of detail. As before the title starts with a look at the prototype, then looks at the wingfold of this machine in comparison to the production version. The Edo floats used on the type are covered, with the Ranger engine also shown in a number of period B&W photos. Catapult and arrestor hook details are next, then carrier trials on USS Altamaha, followed by big B&W photos inside the XO3C-1 and SO3C-1. The radio operator's and gunner's positions are also covered and then the photo coverage takes a look at the SO3C-2C, Royal Navy operated examples and general shots of those



machines used by the USN. The final section is a look at kits of the type by Griffin, Classic Resin Airframes and Sword. Once again 1/48th scale plans form the last two pages.

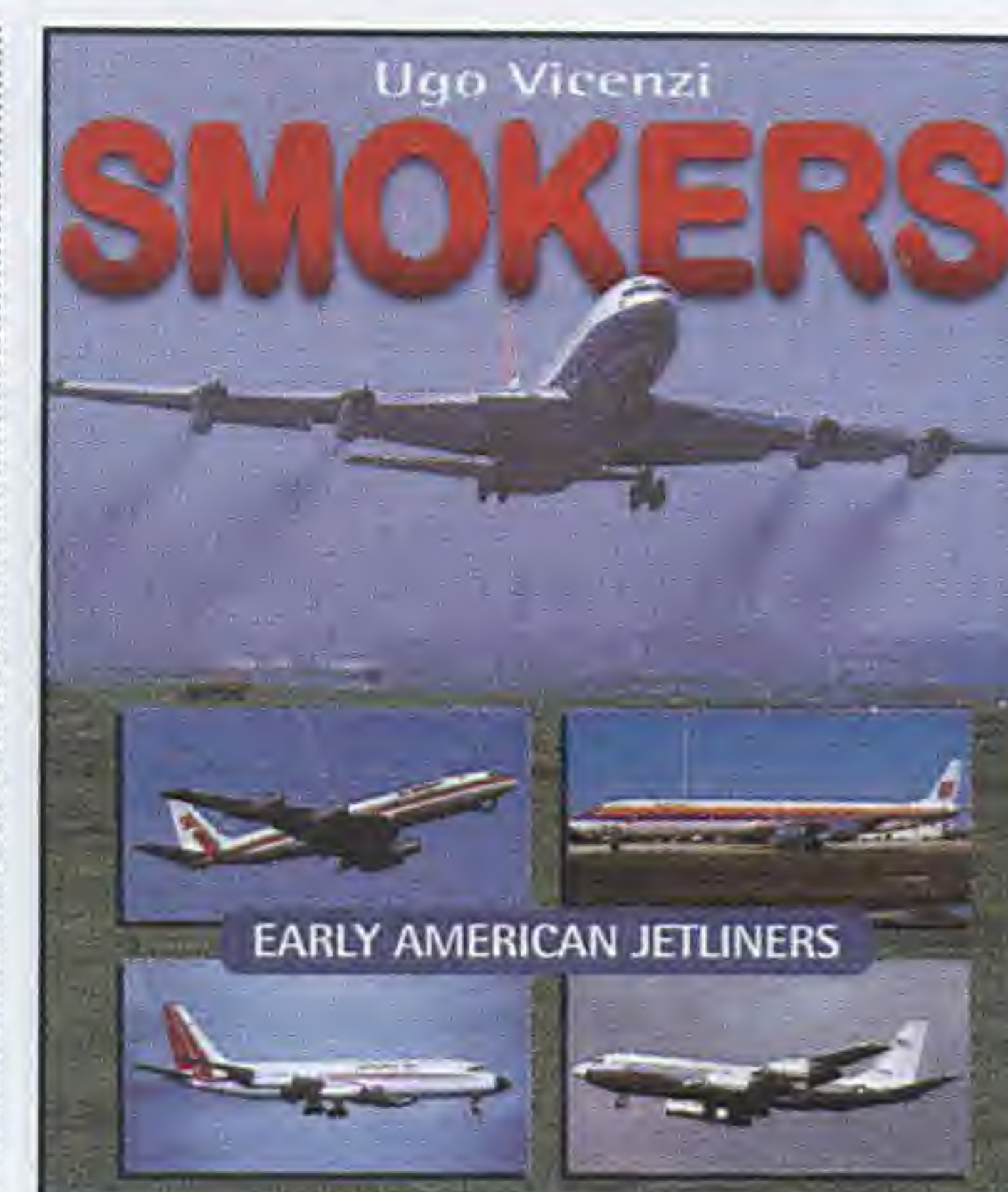
With the Antares (SMER), Sword and Classic Resin Airframes kits of the type, this is one title you will need to have if you are considering them.

Smokers

Smokers
by Ugo Vicenzi
Price: £16.95
ISBN: 1 84037 063 7
Publisher: Airline Publishing Ltd
Format: 27cmx23cm, 112 pages (all colour), laminated card cover.

The title may seem a bit cruel, but this book takes a photographic look at early American airliners, which were known for their smokey engines! There are 50+ pages of coverage for the DC-8, followed by a similar number for the Boeing 707 and just twelve for Convair jets. Now many of you will think this title is just a lot of big colour pictures of these machines, and although there is a fair amount of those, there is also a great number of really detailed stuff. I don't know if the author is a modeller, but there are close-up shots of undercarriage, engines, flaps and flightdeck that will suit modellers perfectly.

The quality of the photographs is first rate

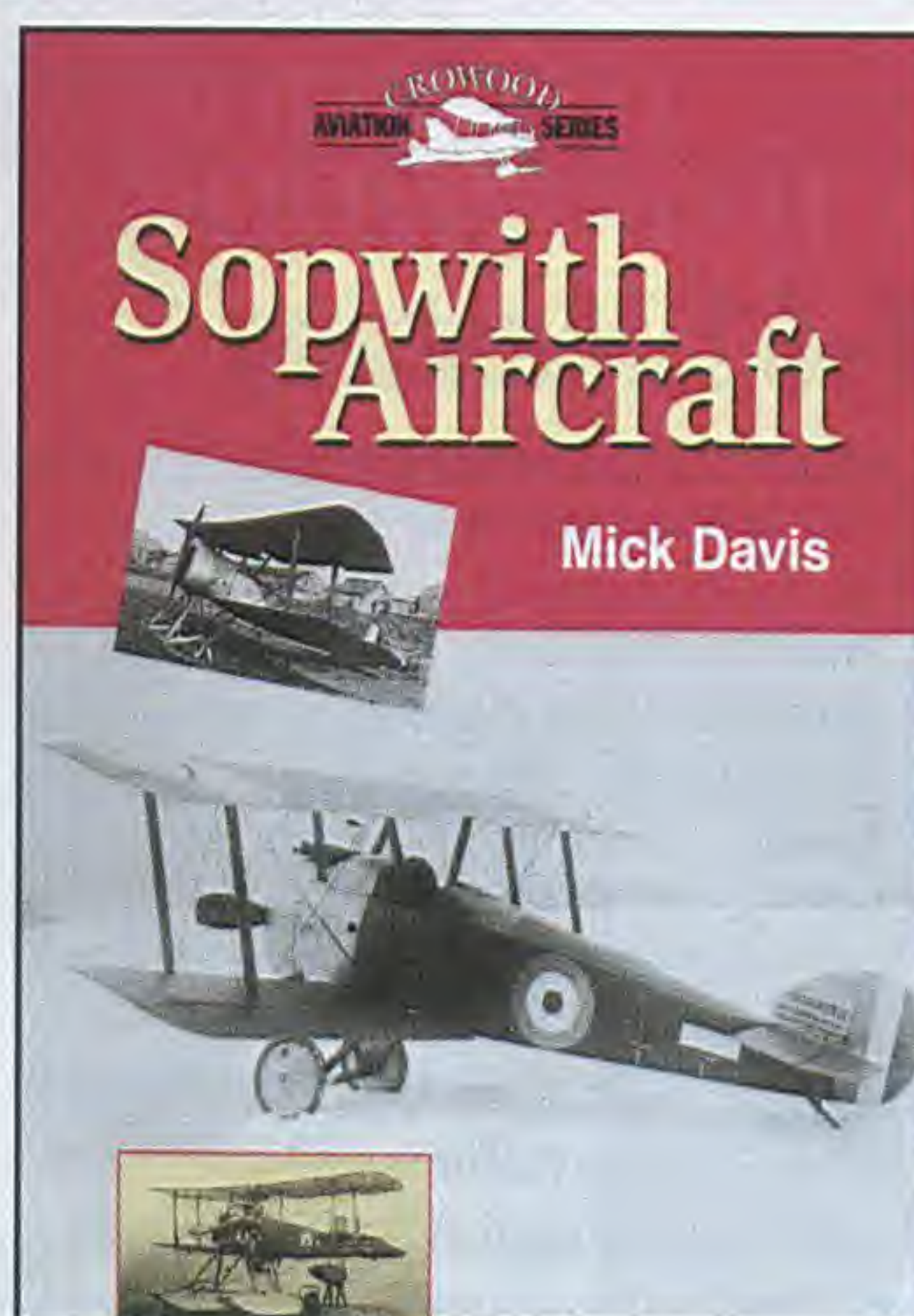


and the small narrative text is informative and light hearted. But for me, the picture that got the most reaction is that of the DC-8+43 in the 'corrosion corner' at Miami. A sad end to a once beautiful airliner, and what a great idea for a diorama! If you are considering either of these types in model form, you will find this title of great help, if not, and you are just a civil aircraft enthusiast, then still get it as it is well worth having.

Sopwith Aircraft

Sopwith Aircraft
by Mick Davis
Price: £25.00
ISBN: 1 86126 217 5
Publisher: The Crowood Press
Format: 29cmx23cm, 176 pages, hardback cover with separate dust jacket.

Initially the author sets the scene with a look at Sopwith in the form of the man, the company and the legacy. This is followed by a look at the early designs from the Sopwith company, with such types as the Tabloid, Sociable, SS1 etc. Mass production in the form of the Schneider and Baby are covered next and then the following chapters look at specific types in the form of the 1 1/2 Strutter, Pup, Triplane, F1 Camel, Dolphin, Snipe & Dragon and, finally, ground-attack types. Each section is well illustrated with B&W photographs, and includes technical specification boxes for each machine. The layout of the main text is very good and there are nice 'snip-its' of information on subjects



like wing warping that are separated into boxes to assist the reader's understanding of the subject.

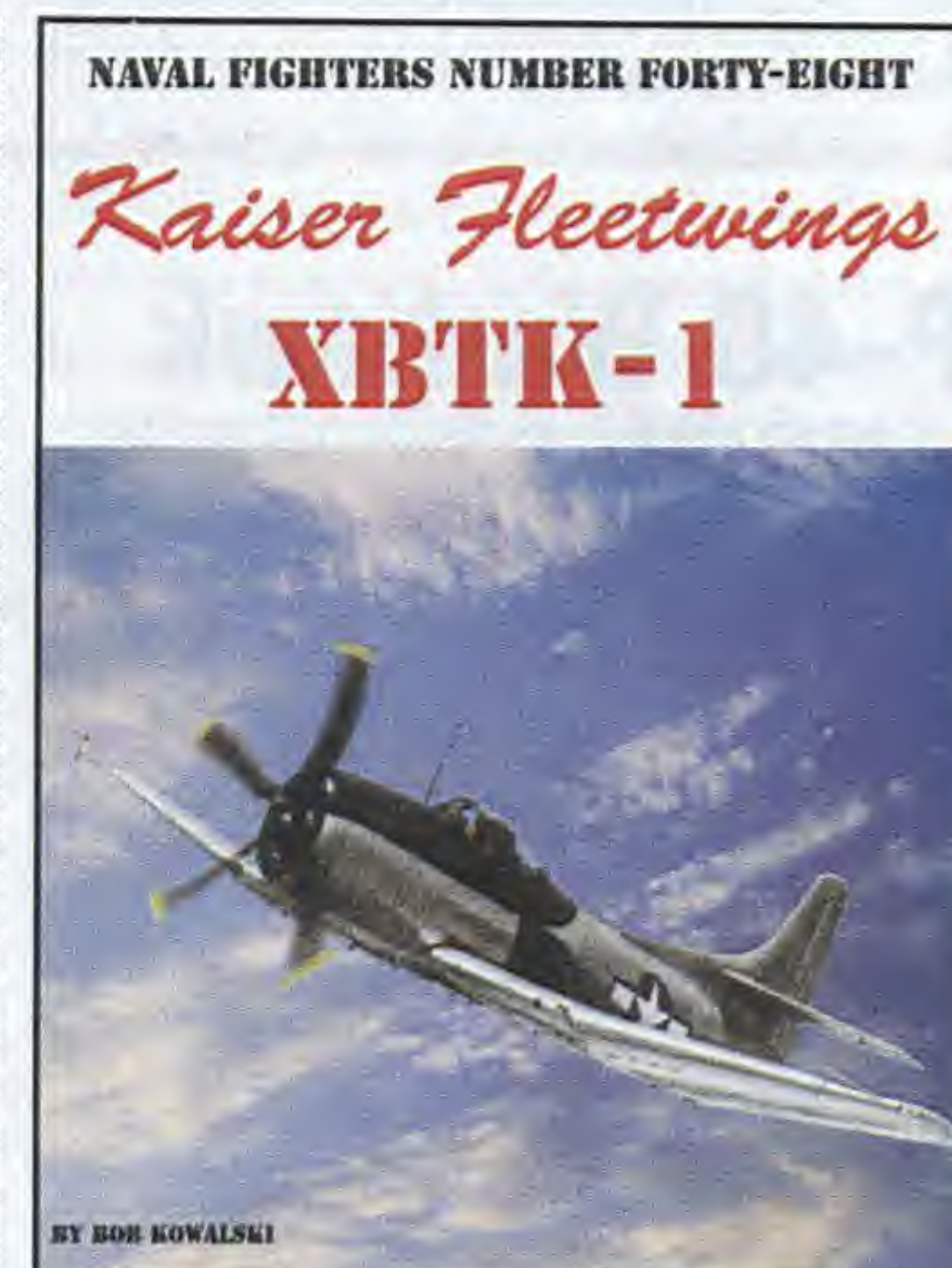
This is an excellent title, which combines good historical text with technical data, scale drawings and even detail looks at areas like engine cowl and side panel shapes. A definite 'must' for all WWI fans.

Kaiser Fleetwings

Kaiser Fleetwings XBTK-1.
by Steve Ginter
Price: \$7.95
ISBN: N/A
Publisher: Ginter Publishing
Format: 28cmx21cm, 32 pages, laminated card cover.

Although the subject matter is pretty esoteric, I have to say that the XBTK-1 is one hell of an aggressive looking aircraft and one can only hope one day someone will make a 1/48th scale kit of it!

Coverage once again is in the same format as the previous two titles, but with the type never reaching service use, the coverage is restricted to a detailed look at the prototypes. Interior and exterior coverage is excellent, with photographs and manual extracts to support the text. Just about every area is covered, with areas like the wheel wells, dive brakes and landing flaps also shown. All of the weapon combinations the type was capable of



carrying are photographed, along with big close-up photos of the wing folds and cockpit interior.

The subject may be rare, but the coverage is excellent and if you like odd machines, or just anything (potentially) USN, then this book is for you.

Our thanks to Steve Ginter for the review samples.

Skrzydła w Miniaturze

You may recall our reviews of this excellent series of Polish books in past editions, well now there is a UK distributor for the range. Skrzydła Books currently has stocks of nearly all of the seventeen titles in the range, including the An-2 example shown here, and they range in price from £1.50 to £6.00 plus postage.

For more details contact:
Skrzydła Books, 82-Thurncourt Road,
Leicester. LE5 2NF



Wydawnictwo Militaria

The latest title from this Polish publisher is entitled Sojusznicy Luftwaffe Bulgaria, and as the title implies, it takes a look at the Bulgarian Air Force in WWII. The 54 page, A4 title is basically a large collection of B&W photographs with



both Polish and English captions.

This title is £7.95 plus P&P and examples can be obtained from Pol Models.

Classic Publications

The second volume in the new Luftwaffe Colours series from Classic is now available. The 192 page title takes a look at the 1936 to 1939 period, with the emphasis on the Spanish Civil War.

As with the previous volume, this one is a mass of B&W photographs and colour artwork and it can be highly recommended to all Luftwaffe fans.

Narkiewicz/Thompson

Many may recall our reviews of the first part of a two-part coverage of North American designs by this American publisher, well I am pleased to say that the second part is now available.



The 192 page, landscape, softback title contains over 300 photographs, plus sixteen pages of colour photographs and sixteen three-view drawings. At just \$35.95 this is a real must for all N.A. and USAF fans.

This is a new section that will be devoted to newsletters and club magazines, as well as foreign language magazines.

Clubs & Societies

Nachtigall

This is the newsletter of the Nightfighter SIG, which is run by Scale Aviation Modeller International aviation illustrator, Anthony Oliver. The high quality newsletter is available to all SIG members and the second edition which we have has articles on the Focke Wulf Ta 154, a Pacific F4U-2 Corsair, plus a look at the electronic air war over Europe during WWII. The newsletter



Rumanian Air Force

Rumanian Air Force - The Prime Decade, 1938-1947

by Dénes Bernád
Price: £9.99 **ISBN:** 1 89747 402 3
Publisher: Squadron-Signal Publications
UK Distributor: Pocketbond Ltd.
Format: 28cmx21cm, 80 pages, laminated card cover.

This is one of the latest specials from Squadron-Signal and it charts the service life of the Aeronautica Regala Romana during the 1938 to 1947 period. The bulk of the title though takes a look at the aircraft and airmen of the ARR, and each section is broken down into an aircraft role, so you get chapters on fighters, bombers, seaplanes, transport and trainers. Within each chapter there is a detailed look at the various types used by the ARR during the 1938-47 period and a complete overview of the campaigns undertaken. The ARR operated just about every type, from pre-war Allied types such as the Hurricane, through Polish, German and



Russian designs. Whenever you think of Rumanian, you think of the IAR.80, and although there are a lot of images of this type, there are also a lot of clear shots of such types as the He 112 and Bf 109. As always, there are eight pages of colour side views by Don Greer and they include just about each type covered by the text.

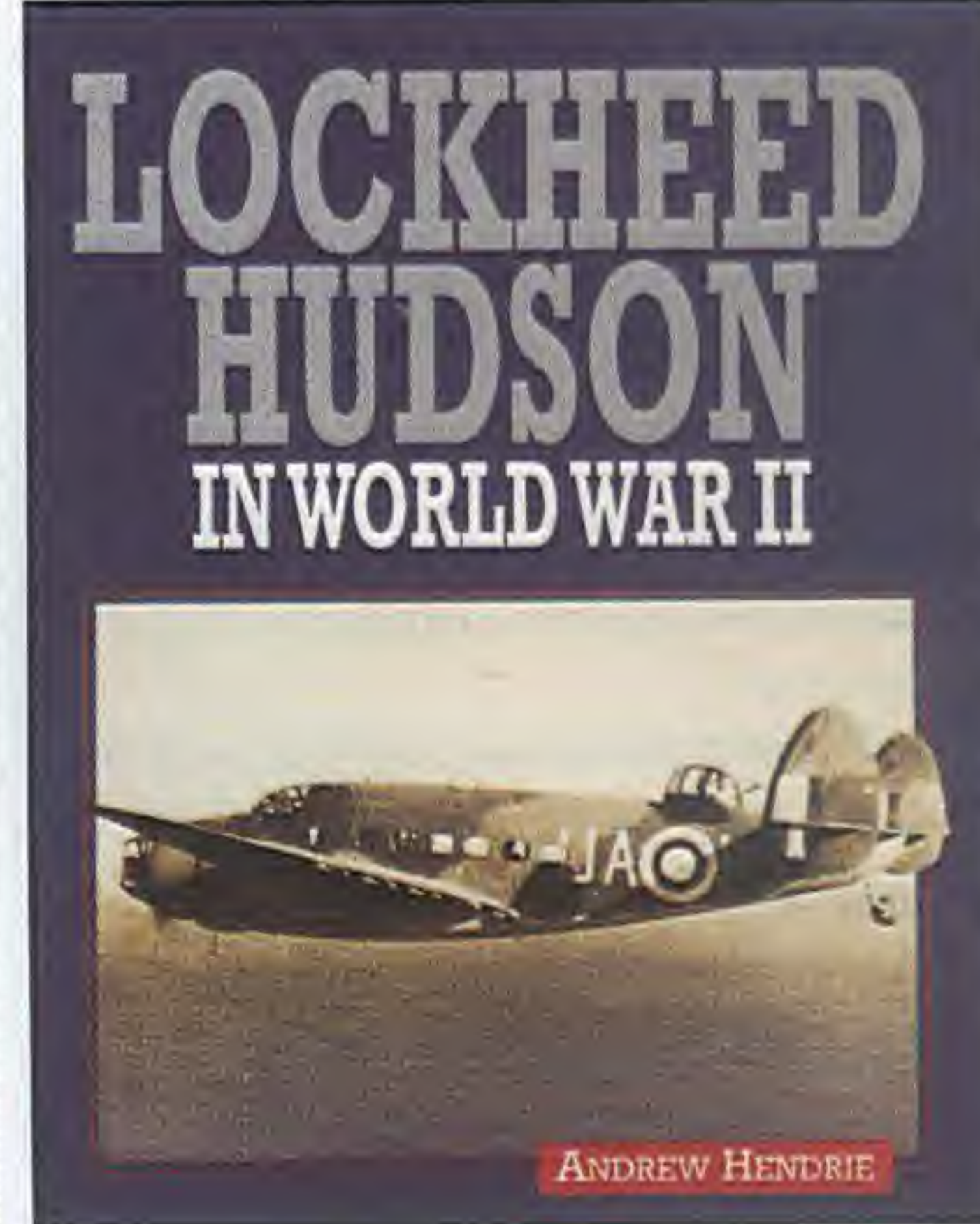
This is another fine title from Squadron, and if you like Rumanian aircraft, or just need an alternative for your German, Russian or Italian aircraft model, then this is the book for you.

Lockheed Hudson

Lockheed Hudson in World War II

by Andrew Hendrie
Price: £22.95 **ISBN:** 1 84037 093 9
Publisher: Airlife Publishing Ltd
Format: 25cmx20cm, 192 pages, hardback cover with separate dust jacket.

This title gets off to a great start, as the first chapter takes a detailed look at the Hudson design and includes some nice interior photos as well as extracts from official publications. The next chapter deals with the operational use of the type for North Sea patrols by Coastal Command. This is followed by a look at the type's use in the shipping strike role and its use for anti-submarine operations. Operations from Gibraltar and the Mediterranean are covered in the following chapter and then the other duties undertaken by the type are covered, such as ASR, airliner, Met flights, the North Atlantic Ferry service, as well as PR and special operations. Operations in the Far East and South Pacific complete the last two chapters. The final sections of this book include a number of maps relating to the operations described in the text, along with



appendices listing U-boats and ships sunk by Hudsons, RAF serial numbers (including their subsequent history), RAAF serial numbers and RNZAF serial numbers.

The coverage of such an important type is difficult to achieve in a limited number of pages, but the author of this title has packed a lot into this one, and when combined with the large number of photographs and the massive amount of information on each machine within the appendices, this is certainly one title we would recommend to all.

P-40 Warhawk

P-40 Warhawk In Detail

by Bert Kinzey
Price: £10.95 **ISBN:** 1 888974 14 1
Publisher: Squadron-Signal Publications
UK Distributor: Pocketbond Ltd.
Format: 28cmx22cm, 80 pages, laminated card cover.

This is the first part in a two-part coverage of the P-36/P-40 series and it covers the Y1P-36 to the P-40C. As with all titles in this series, the book takes a detailed look at each version with photographic coverage of preserved aircraft and extracts from manuals etc. The initial development history forms the first chapter, and this is followed by a look at each sub-variant, with the Y1P-36, P-36A, P-36C, XP-36D, P-36G, XP-37, YP-37,



XP-40, P-40-CU, P-40A, P-40G, Tomahawk I, P-40B & Tomahawk IIA and the P-40C and Tomahawk IIB. Most of the major versions also include 1/72nd scale plans and there is detailed photographic coverage of the USAF Museum's P-36A (including colour) and the NMNA Pensacola's P-40B. As usual this is all backed up with cockpit diagrams from wartime manuals, and manufacturers' photographs of the same. Now with sixteen pages of colour in the middle, this one includes some colour side-views of various

machines, along with interior shots of the USAF Museum's P-36A and NMNA P-40B, plus some wartime shots of P-36s and P40s.

This is another excellent title, and one that we can highly recommend.

Our thanks to Squadron-Signal Publications for the review samples.

F-51 Mustang

F-51 Mustang Units over Korea

by Warren Thompson
Price: £13.99 (\$19.95) **ISBN:** 1 85532 917 4
Publisher: Osprey Publishing
UK Distributor: Osprey Direct.
Format: 24cmx21cm, 128 pages (all colour), laminated card cover.

This is the first in a new series from Osprey entitled 'Frontline Colour', and as the series title suggests, it is a collection of full colour images of the chosen subject. In this case it is the N.A. F-51 Mustang during the Korean War. Each chapter includes a brief narrative text, but the bulk of the coverage is photographic and this does mean that the photos are nice and big. The first chapter deals with the



initial move to Korea and is aptly entitled 'organised confusion'. This is followed by chapters which look at the main operators of the F-51; 35th Fighter Bomber Group, 8th Fighter Bomber Group and the 18th Fighter Bomber Group. A fourth chapter looks at the use of the F-51 for tactical reconnaissance in Korea, and the final chapter takes a look at the RoKAF's adoption of the F-51 and its subsequent use.

The whole book is crammed full of colour images, not just overall views of the machines, but close-ups of pilots, nose

art, engine changes and rearmament. The amount of information contained within these pictures certainly make this a book well worth having, and I am sure it will soon result in a lot of new decal sheets!

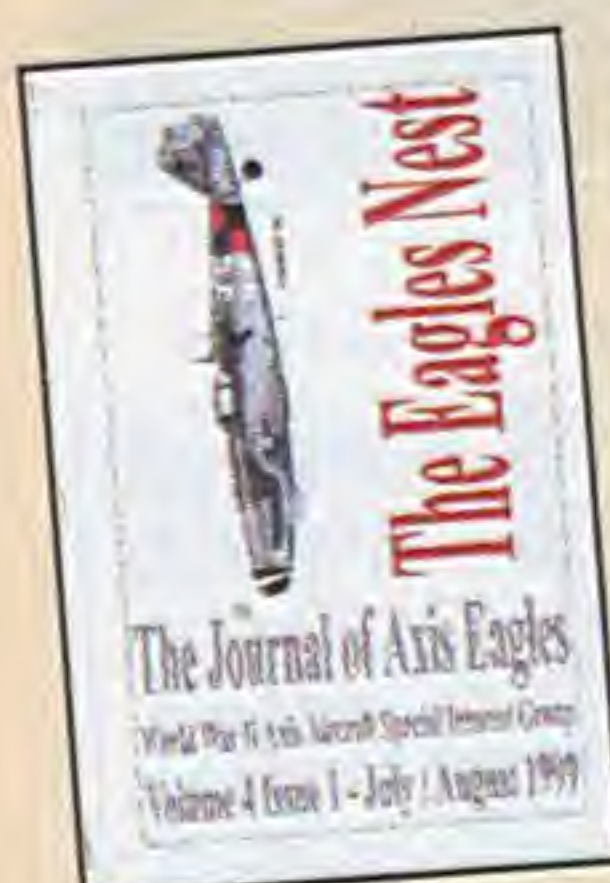
Our thanks to Osprey Publishing for the review sample.

NewstandNewstandNewstandNewstandNewstandNewstandNewstand

also contains some product reviews and show reports.

Interested parties should contact Anthony on 01228 616245 (day) or 01228 529297 (evening), or Email him at t.oliver@ucsm.ac.uk

The Eagles Nest



This is the newsletter of the WWII Axis Aircraft SIG and it is produced by Martin Reid in Australia. The twenty-two page edition we have (Vol 4 Iss 1) is beautifully produced with a brief look at the new Hasegawa Bf 109K, a nightfighter conversion of the Monogram Me 410 plus features on clubs, internet sites and product reviews.

If you want to know more about the SIG contact Martin at axis eagles@ozemail.com.au or write to him at 33 Valley View Crescent, Berwick, VIC 3806, Australia.

FAMAS

The Frog & Airfix Model Aircraft Society are well known to you all I am sure, as we regularly feature their newsletter. Well, the most recent couple of editions have included reviews of all the 'new' releases by Airfix, along with a look at the Airfix B-17G 'Bit o' Lace', Frog Beaufort, Frog RF-101C Voodoo and Airfix Wellington. The newsletters also include a list of events as well as a readers classified section to buy and sell your Frog & Airfix kits.

For more details on the society contact: Merv Hambling, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.



Magazines & Quarterly Publications

Aero Fan

The most recent edition of this Italian quarterly publication has just been passed to us. The current edition includes features on the Brescia closed racecourse, an ex-Yugoslavian Do-17K operated in Italy, DH Vampires in Italy in 1949 and an excellent feature on Italian aces of WWII that includes some lovely colour photos. The title also contains the usual look at the Italian aircraft register and some book reviews. With both English and Italian text this title is a real must for all Italian Air Force and aircraft fans.

For more details contact the publisher at: GAE, via Ampere 49, 20131 Milano, Italy. Tel: + 0270600732

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Email: info@apostoloeditore.com



Fw 190

Fw 190 In Action

by Brian Filley

Price: £6.99

ISBN: 1 89747 404 X

Publisher: Squadron-Signal Publications

UK Distributor: Pocketbond Ltd.

Format: 21cmx28cm, 58 pages, laminated card cover.

This is not a rehash of the previous 'In Action' title on the Focke Wulf Fw 190, so don't be fooled into thinking it is. This edition is in the usual format of the series, with a detailed look at each version and a small selection of colour side views in the centre pages. The introduction takes a

quick look at the prototype airframes with details of the V5 which was the first to have the BMW 801C engine installed, and as a result was redesigned to the shape we all know for the Fw 190, including the larger wingspan in its V5k form. The A-0 series is next, with nice sketches of the undercarriage and wing fuel cells. A chart of airframes side views is next, ranging from the

A-1 through to the A-8, as well as the F-8 and G-8. Coverage returns to the A-1 series, then on to the A-2, A-3, A-4, A-5 (and NC900), A-6, A-7, A-8, A-9, Nachtjäger, F series (F-1, 2, 3, 8 & 9) and G series (G-1, 2, 3 & 8). The final sections deal with the torpedo carrying A-5/U14 and the two-seat conversions. Each section includes a list of sub-variants, 'R' and 'U' modifications and diagrams showing the changes between each version.

Overall this is a good replacement for the previous example, and I would hope that one on the D series and Ta 152 will follow. There are lots of good B&W photos to illustrate the text and the colour side-views in the centre are good. If you are a Luftwaffe fan I am sure I don't have to tell you to add this one to your collection.



German Rudder Markings

German Rudder Markings 1936-1945

by Karl Ries & Ernst Obermaier

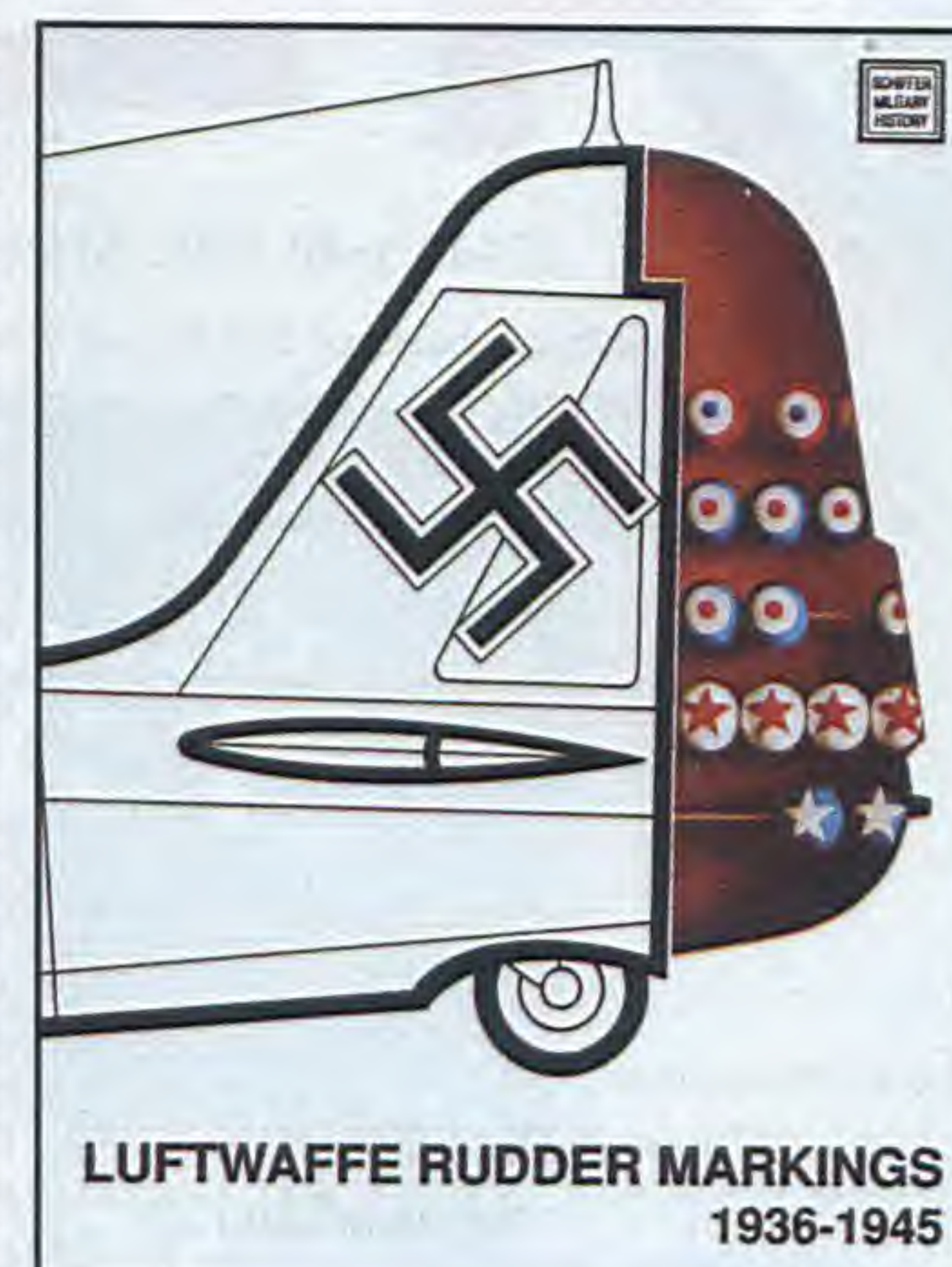
Price: £TBA ISBN: 0 88740 337 9

Publisher: Shiffer Publishing Ltd

UK Distributor: Bushwood Books

Format: 26cmx19cm, 192 pages, hardback with separate dust jacket

Schiffer have never been ones to shy away from what seem like esoteric subjects, and this title initially seemed to fit this bill. Further inspection soon proved this to be unfounded though, as the title offers a detailed look at pilots and their machines. The title is organised into an alphabetic list of the aces, and after the introduction, which looks at aces and the way in which victory markings were applied to aircraft from all nations, the coverage starts in earnest. As I said, the list is organised alphabetically, but by surname. You therefore start with Bär (Heinz) and finish on Wurmheller (Josef). The title also includes a list of 'Unbekannt' (unknown) machines, as well as listing kill markings applied to a number of aircraft types. Personal insignia like those applied to the rudders of He 111s of KG 27 are also covered, along with the 100, 200, 300 victory celebration photos of various aces. There is a four-page colour section at the end which features wartime pictures of aces and their machines, as well as current pictures of



preserved rudders from the Bf 109s of Gordon Gollob (JG 77) and Hermann Graf (9./JG 52). The greater point of this book consists of pictures, and they are not limited to one per person. The text is both English and German, but the individual data under each entry is in German, so some decyphering is required.

Certainly a title which is a must for all Luftwaffe fans, and it also has a lot to offer modellers in general, as the detailed photos of the markings and aircraft are very useful.

Our thanks to Bushwood Books for the review samples.

Reds

Reds - The RAF Red Arrows in Action

by John M. Dibbs and John Rands

Price: £24.95 ISBN: 1 84037 121 8

Publisher: Airlife Publishing Ltd

Format: 28cmx29cm, 124 pages (all colour), hardback cover with separate dust jacket.

This is what I would call a 'prestige' title, as it is a superbly produced photographic study of the Red Arrows. It's in a big format and there is lots of white space, so it is very readable. The small amount of text at the front includes an introduction by former team leader and current warbird pilot, Ray Hanna, and this is then followed by a brief history of the team

and a personal view of getting involved with the team by John Rands OBE. This is all prior to the main element of this title, which is a photographic study of the Red Arrows alongside narrative that talks about training and flying in the team. Anyone who knows of John Dibbs' aerial photography work will already know the quality of the images in this title, and if you are Red Arrows fans this title will have you thumbing through it for hours. For modellers the title actually offers a lot of information, like the yellow stress



sensors fitted to the tailplanes of the Hawk.

The images in this title are spectacular and close! At times you will think the Hawks are inches apart, when we all know that they operate within strict safety limits and they are never dangerously close. This title captures the professional approach and style of the best display team in the world, and as such should be one of those titles you spoil yourself with this year!

Our thanks to Airlife Publishing for the review samples.

Clubs and Societies

If you produce a club magazine and would like to see it in the Newstand, please send along copies to the editorial address. Remember to include all contact details as well as any charges that may be involved for potential new members.

Distributors and Publishers

If you produce or distribute a magazine that deals with aviation or static scale modelling, and would like to see it in the Newstand, please send copies to the editorial address, with full details of the regularity and price of the publication.

Pol Models

Two Russian titles have been passed to us by the above

company. The first is a monthly magazine which is in a 40-page A4 format with a large set of free scale plans. The scale plans in this edition are of the An-38. The other subjects covered include the F-16 (with scale plans), the Gloster Gladiator (also with scale plans) and operations in Iraq during 1940-41. The latter feature also includes excellent colour side-views of a number of aircraft on the inside back cover. Although all the text is Russian, the photo captions etc are in English and examples can be obtained from Pol for



£5.95 plus postage.

The other title we have is a special on the M-4 Bison.

Once again a huge set of scale plans for the type is included and the sixty-eight page magazine contains a large number of overall and detailed photographs to support the narrative. Although the bulk of the text is Russian, the photo captions and a six-page summary at the back of the title are in English and this is certainly a title I am sure all Russian A.F. fans will want. Copies can be obtained from Pol Models for £9.95 plus postage.



Dragon Hobby

This is a big (126 page) magazine from Poland that combines all elements of modelling with wargaming, and trains. It seems

an odd combination to a European audience, but the title is very well produced and presented with large sections in colour. The edition we had contained only a few things for the aircraft modeller, with a detailed look at modelling the Zero series, a few colour photos of the Ki-46III preserved at Cosford, a build of the Hasegawa SBD-3 Dauntless and the Mirage Hobby PZL.37A Los.

All of the text is in Polish, but the title offers some interesting information and those wanting to know more about it should contact the publisher at: PPHU Mirage Hobby, ul ZWM 20/15, 02-785 Warszawa, Poland. Tel:(0-22) 844 02 92 Email: dragon@mirage-hobby.com.pl



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K441 1:48 JET PROVOST Mk.3/4 £23.75

The main airframe parts of this kit are detailed Injection mouldings with the smaller parts in White-Metal. Decals for the Mk.3 are 2 FTS (Syerston), and for the Mk.4 are 1 FTS Linton Gin Aerobatic Team.

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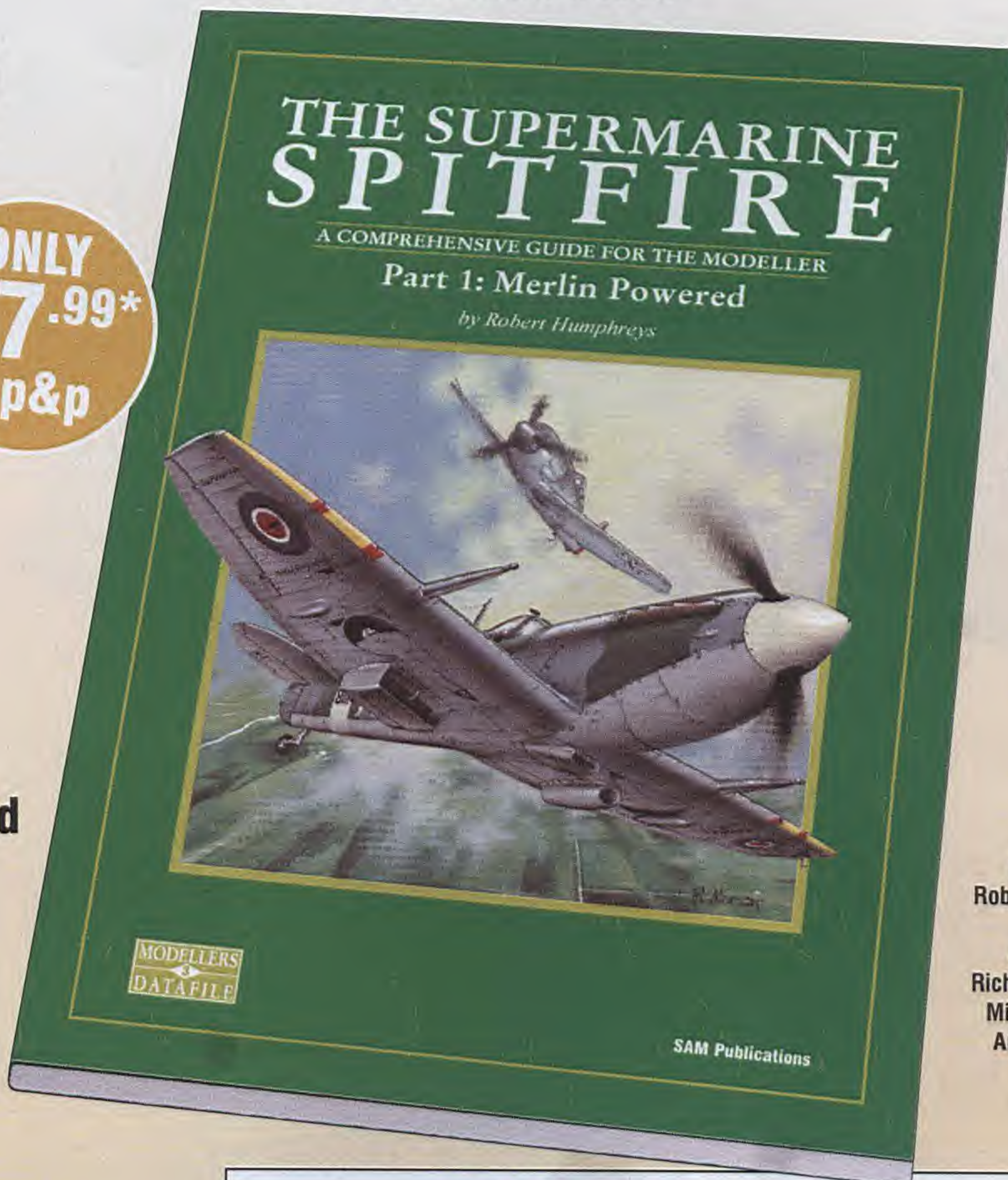
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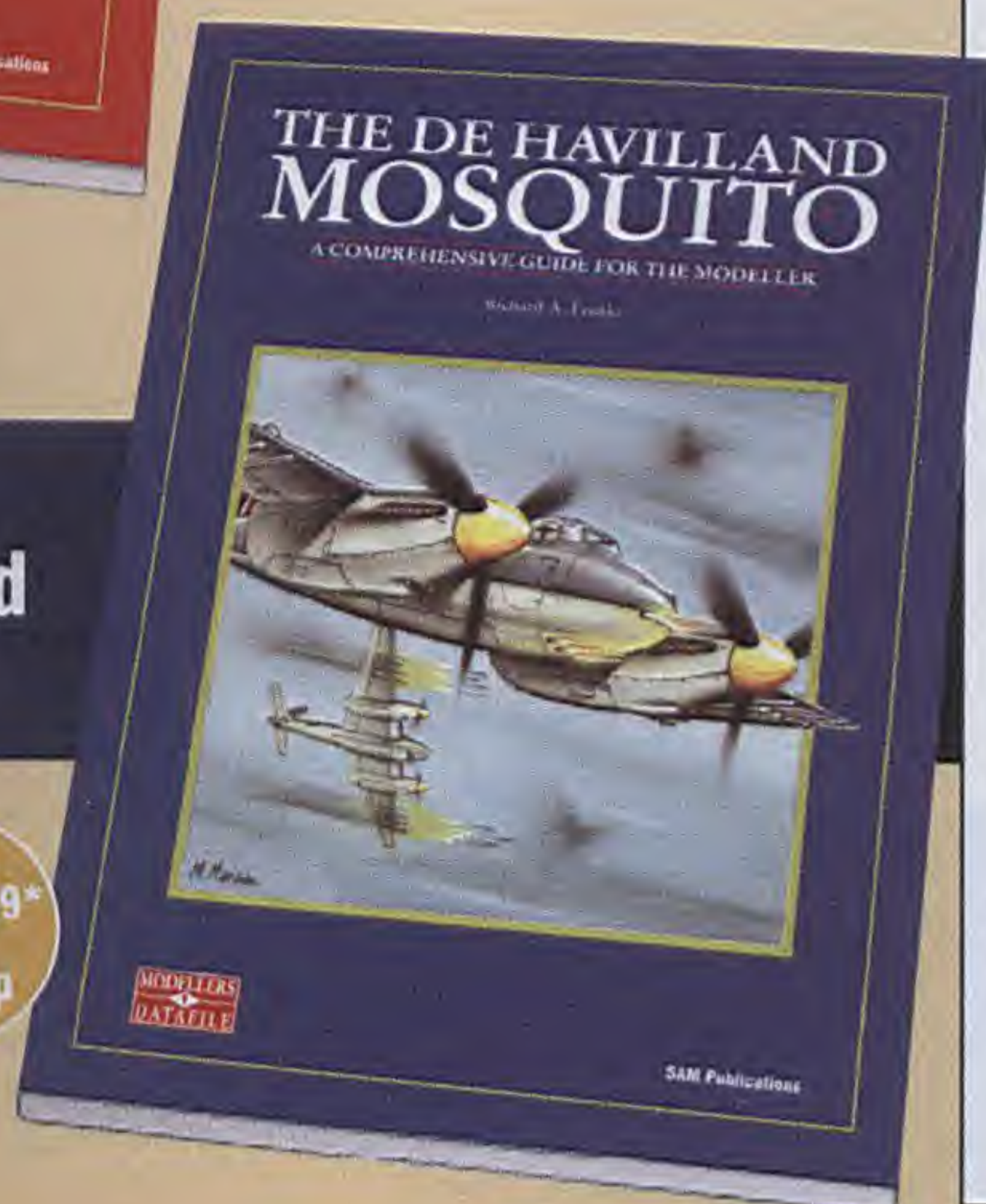


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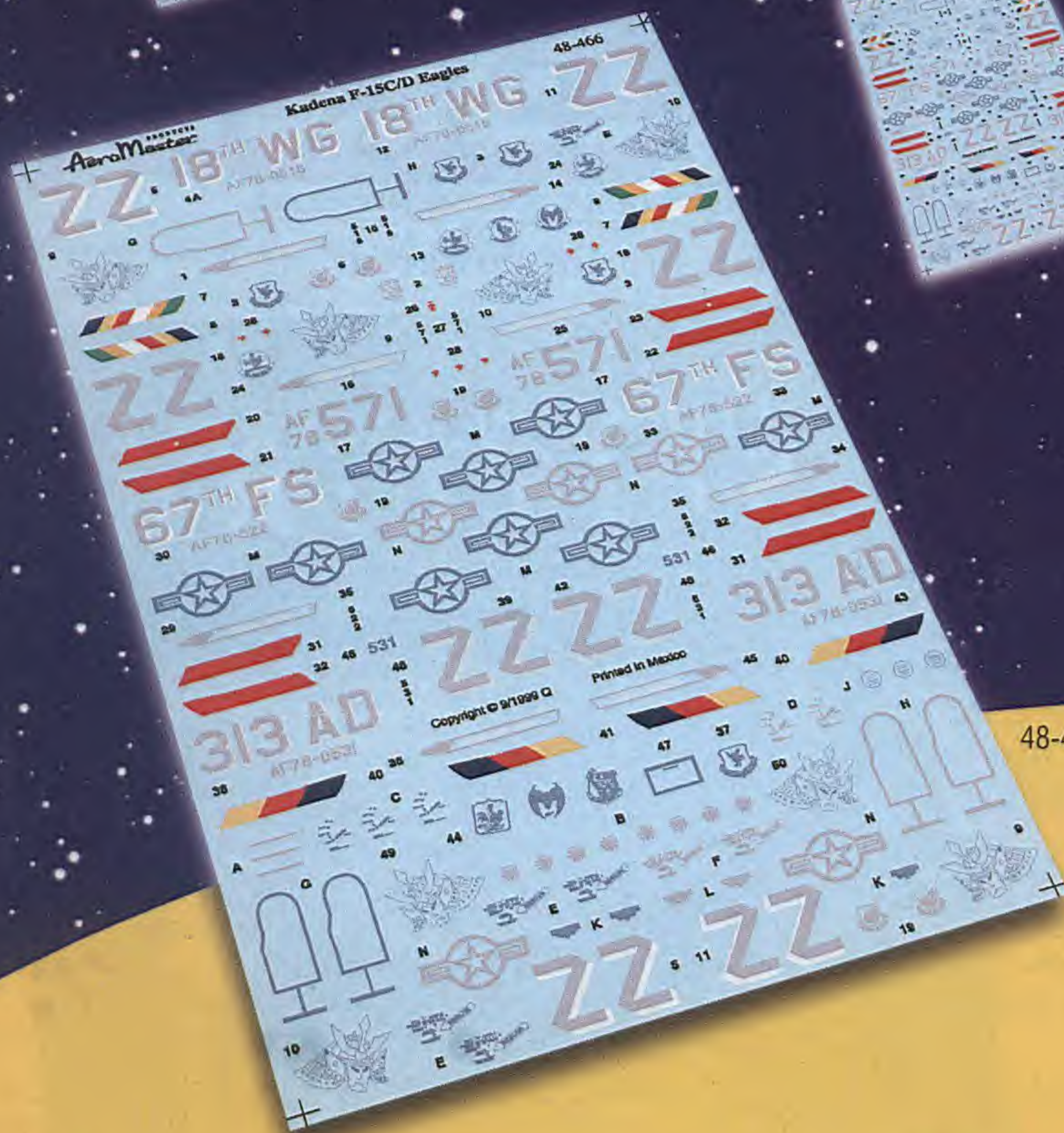
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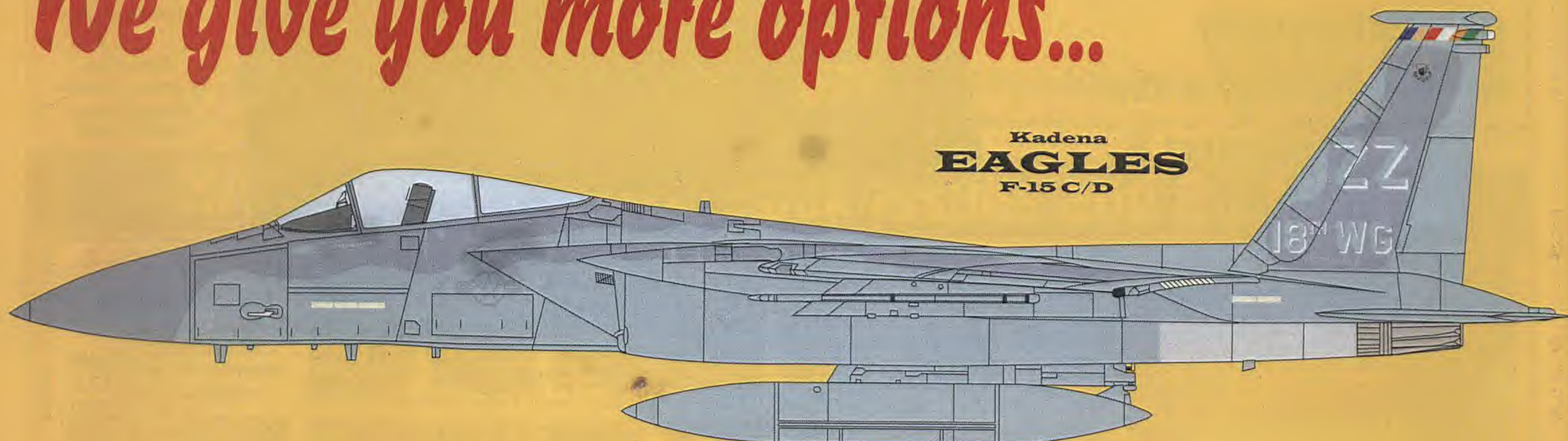


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